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FM 19-5

WAR DEPARTMENT BASIC FIELD MANUAL

MILITARY POLICE



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BASIC FIELD MANUAL

MILITARY POLICE

CHANGES }
No. 2 }

WAR DEPARTMENT
WASHINGTON 25, D. C., 7 December 1945

FM 19-5, 14 June 1944, is changed as follows:

CHAPTER 5 (Superseded)

TRAFFIC CONTROL

Section I. GENERAL

52. **PURPOSE.** The motor vehicle has made possible the rapid movement over long distances of large bodies of troops and great quantities of supplies. However, the very volume of this traffic, which must often move over a very limited roadnet, tends to produce congestion, confusion, and stagnation. Situations often arise which restrict or stop the flow of traffic in a particular area. It is only by careful traffic planning, control and direction that the inherent mobility of modern vehicles is exploited to the utmost. As military police are a means by which a commander exercises control of traffic, every military policeman must have an understanding of the principles of traffic planning and be proficient in the control of traffic.

53. **SCOPE.** This chapter treats of those phases of military traffic which the military police are normally called upon to control. It is concerned pri-

marily with the principles and techniques of control of vehicular, animal, and foot traffic.

54. DEFINITION. a. Military traffic control is the enforcement of the movement control to insure a continuous flow in conformity with military requirements.

b. Traffic control, as used in this manual, is the enforcement and external control of traffic movement by military police as differentiated from measures such as movement control and internal control. Traffic control on roads and highways is a function of military police. However, at locations where engineer work is of prime importance, the work of the military police in controlling traffic is subject to such modification or restriction by the engineers as the engineer officer in charge may deem necessary.

55. CHARACTERISTICS OF MILITARY TRAFFIC.

Military traffic consists primarily of the planned movement of large groups of vehicles on a common mission in addition to the random movement of individual vehicles which is characteristic of civil traffic. As all agencies concerned are subject to centralized control, military traffic is more readily controlled than civil. This makes possible the adoption of measures which are impractical for civil traffic. Among these are scheduled movements, and movements under blackout conditions. On the other hand enemy interference will, at times, disrupt military traffic.

56. PROBLEM OF TRAFFIC CONFLICTS. a. Conflicts are the cause of most traffic problems. The four types of traffic conflicts are:

- (1) Between vehicles on intersecting courses.
- (2) Between vehicles preceeding at different speeds in the same direction.
- (3) Between vehicles meeting head on.
- (4) Between vehicles moving along a road and objects at edge of road.

b. These conflicts, occasional collisions, congestion, and delay are due to deficiencies of roads, vehicles, and drivers. There are two general approaches to the problem: first, provide better roads, vehicles, and drivers, and second, make better use of the roads, vehicles, and drivers available. The first approach, which is obviously desirable but not always immediately possible, is a problem of engineering, supply, and training. The second, which is always desirable and usually possible, is a problem of planning and control. All conflict elimination is done in terms of *time* and *space* separation of traffic. Examples of time separation are the regulation of the phases of traffic flow through an intersection, and the scheduling of column movements along a route. Examples of space separation are underpasses and one-way routes.

57. GENERAL PRINCIPLES OF TRAFFIC CONTROL. Traffic control is a command responsibility. Proper traffic control depends upon efficient staff planning and the close cooperation of unit commanders and other agencies concerned. Uniform and forceful traffic control is possible only when well-trained military police are used. The basic principle of traffic control is to exercise the minimum control necessary to permit the maximum traffic flow consistent with safety. Emphasis is placed on *uninterrupted* movement in the combat zone, and on *safe*

movement in the communication zone and zone of interior. However, in neither case is one factor stressed to the exclusion of the other.

58. STAFF DUTIES AND RESPONSIBILITIES. a. While a commander is responsible for the control of traffic, the necessary planning and supervision are carried on by his staff.

b. The G-4 (Supply and Evacuation) plans for and supervises traffic control, the construction and maintenance of roads, and the transportation of supplies.

(1) A movements division under the Chief of Transportation is usually organized in each theater of operations and in each communications zone. Headed by an assistant Chief of Transportation, it effects movement control of cargo and personnel by water, rail, and highway. The highway division establishes policies governing control of the movement of vehicles, both military and civilian, and prepares plans for the efficient utilization of highway transportation. Traffic regulation units are assigned to whatever authority is responsible for transportation operations—usually base or army transportation headquarters or operating units such as the Highway Transport Service—and serve as clearing agencies for the accepting and processing of transportation requests or for effecting traffic circulation and movement control plans for main supply routes.

(2) A traffic headquarters is organized within the G-4 section of each division, corps, army, and higher headquarters. Operating under an assistant G-4, it is the means by which the commander coordinates and supervises all agencies concerned with traffic. (See fig. 6.) However, where there is a Transporta-

tion Section all or part of the functions of the traffic headquarters may be assigned to the Transportation Section. The traffic headquarters is responsible for the following:

(a) Receipt, correlation, and dissemination of traffic information. .

(b) Preparation of traffic circulation and control plans.

(c) Supervision and coordination of traffic reconnaissance and traffic control.

(d) Preparation of traffic schedules, routings, instructions and orders and of all necessary graphs, march tables, and strip maps.

(e) Coordination of all interarea troop and supply movements with higher, adjacent, or subordinate headquarters.

(f) Receipt of data from tactical commanders relative to establishment of the limits beyond which vehicles are restricted to the use of blackout lights. The headquarters then publishes these limits as a Light Line.

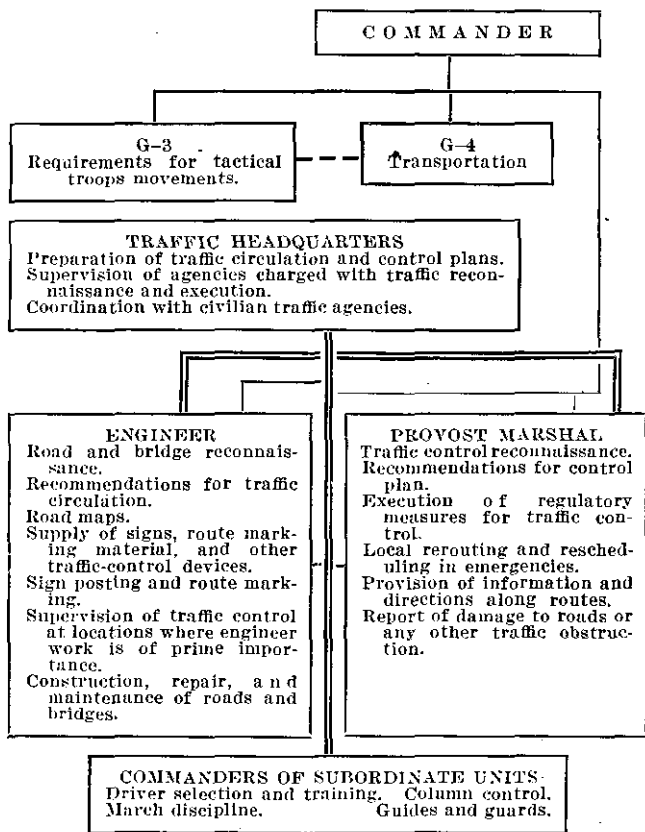
c. The G-3 (Operations and Training) plans for, orders, and supervises tactical troop movements. At all times he must coordinate with traffic headquarters on the movements planned and orders to be issued.

d. The engineer advises the commander and his staff on matters relating to roads and bridges. He is responsible for—

(1) Route and bridge reconnaissance and recommendations for the traffic circulation plans.

(2) Supervision of construction, maintenance, and repair of roads and bridges and clearing of mined areas.

(3) Supply of road maps and information of changes to existing maps.



Note.—Other essential services include—

Communications (telephone, telegraph, or radio) provided by the Signal Corps.

First and second echelon maintenance by subordinate units.

Third and fourth echelon maintenance provided by the Ordnance, or other service which provides the vehicle.

COMMAND **=====** **SUPERVISION** **=====** **LIAISON** **----**

Figure 6.—Organization for traffic circulation and control.

(4) Supply of signs and route marking materials and the posting of road signs, bypass signs, mine area signs, and load classification signs on all bridges.

(5) Regulation of traffic at locations where engineer work is of vital importance.

e. (1) The provost marshal advises the commander and his staff on matters of traffic control. He is responsible for—

(a) Traffic control policies.

(b) Traffic control reconnaissance and recommendations for the road traffic control plan.

(c) Reports of traffic obstruction and damage to roads.

(d) Establishing and operating traffic control posts.

(e) Operation of traffic patrols.

(f) Operation of road blocks necessary for traffic control.

(g) Local rerouting and rescheduling in emergencies.

(h) Enforcement of traffic regulations.

(i) Coordination with other provost marshals.

(j) Timely instruction to subordinate units and operating personnel, and liaison with other agencies concerned with traffic movement and regulation.

(k) Report of current traffic conditions, including progress of all important movements.

(l) Report on movements of prisoners and civilian movements, evacuation or otherwise.

(2) A traffic section, or subsection of the provost marshal section, may be included in traffic headquarters for the purposes of representing the provost marshal and of expediting liaison with other agencies concerned with traffic. The traffic section nor-

mally does the necessary advance planning, maintains the traffic policies established by the provost marshal, and issues instructions to military police units. It may be required to coordinate, supervise, and inspect all traffic control operations in the area; and to coordinate and expedite the supply of traffic control equipment.

f. The ordnance officer supervises the evacuation, maintenance, and repair of vehicles. He supplies vehicle accessories including blackout driving equipment.

59. DUTIES AND RESPONSIBILITIES OF COMMANDERS OF SUBORDINATE UNITS. Commanders of subordinate units enforce march discipline and column control. They select and train drivers in both the operation of their vehicles and in all traffic regulations. When necessary they furnish guides and guards.

60. MILITARY POLICE DUTIES. a. The successful performance of traffic control duties requires knowledge, skill, alertness, and constant attention to duty. Military police must keep in mind that their primary responsibility is to *keep traffic moving* without interruption, in accordance with schedules and priorities. They will be required to think clearly and quickly under stress, to give route and location information and to make decisions in emergencies. When on traffic duty, they assist the movement of columns, make local adjustments in routing and scheduling, halt columns temporarily, and enforce movement priorities in conformity with traffic plans and orders. The manner in which they operate varies with the

conditions under which road traffic control is exercised, and the type and degree of control in effect.

b. Road traffic control duties of military police include the following:

(1) Enforcing traffic regulations and orders, including—

(a) Priorities and schedules.

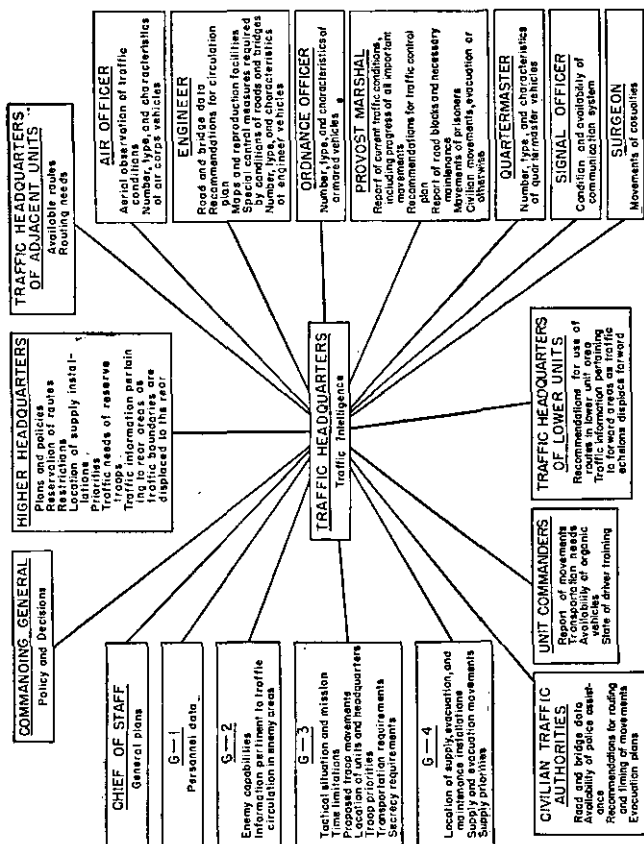


Figure 7. Sources of traffic intelligence (channels not shown).

(b) Speed and interval limits.

(c) Blackout and dimout regulations.

(d) Operations of restrictive control lines, such as light lines, "no passage" lines, barrier lines, traffic blocks, and gas alert lines.

(2) Directing traffic at points of conflict, including intersections, defiles, command and supply installations, and in mined areas.

(3) Escorting columns.

(4) Patrolling routes.

(5) Reporting traffic movements and necessary road maintenance.

(6) Gathering and furnishing information.

(7) Investigating traffic accidents.

(8) Enforcement of civilian control measures.

(9) Operating dismount posts and parking areas at command posts.

(10) Reporting vehicle recovery needs.

61. AUTHORITY. In the performance of their duties military police are representatives of the headquarters which controls their area, and are not subject to orders from any lesser authority. In a tactical situation it may occasionally be necessary for column commanders to countermand the orders which a military policeman has been instructed to enforce. In this event the responsibility for making a decision contrary to the military policeman's orders rests with the column commander. When such action occurs, the military policeman will inform the column commander as to what his orders are, as to the existing traffic situation, and, so far as possible, indicate the probable consequences of his decision in terms of traffic disruption. In any case, after the

decision has been made, the military policeman will handle the movement with the least possible interference with traffic flow, get name, rank, serial number of the convoy commander and make a full report of the incident to his commanding officer, who will in turn relay the report to the provost marshal.

Section II. PLANNING

62. DEFINITION. Traffic planning is the progressive and intensive adaptation of road movement to meet existing requirements, further the tactical mission, and insure the continuous movement of traffic to and from the forward areas.

63. GENERAL PRINCIPLE OF TRAFFIC PLANNING. The traffic plan normally is built around the system of supply and evacuation, since these movements are more readily determined and are recurring. Troops movements are usually given preference over supply and evacuation traffic in accordance with tactical requirements. The basic plan for traffic control should provide the minimum amount of control necessary for proper traffic movement. It must be flexible and adaptable to both simple and complex situations as well as to more rigid control. Alternate plans, ready for execution, enhance flexibility and facilitate rapid change to meet new requirements, but plans should be revised in the light of each new situation.

64. ORDERS. Traffic orders, which may be fragmentary, are included in field orders and administrative orders and in the necessary annexes. In

zone of interior *routine orders* which include general orders, bulletins, circulars, and memoranda, and movement instructions are issued. Paragraph IV of each field order and paragraph III of each administrative order cover those phases of traffic circulation and control which are peculiar to the situation. Orders for a new or extensively revised traffic plan ordinarily are issued as an annex to the administrative order. Customarily the traffic order will include a map or overlay showing the traffic circulation plan. Military police units usually have a standing operating procedure which makes repetition of detailed routine instructions unnecessary.

65. RECONNAISSANCE. a. Reconnaissance consists of the collection of all data necessary to proper planning. A map or aerial photograph reconnaissance is the quickest method of obtaining information concerning the location of roads, their general lay-out, and the approximate location of points requiring control. Much valuable information can also be obtained from civilians and from organizations which have been in the immediate and adjacent areas. It is essential, however, that this information be verified and supplemented by field reconnaissance.

b. **Aerial reconnaissance.** Aerial reconnaissance, through the use of the liaison type plane, can provide an excellent over-all picture of the area and may prove the most expeditious means of determining the control measures desirable.

66. ROUTE AND BRIDGE RECONNAISSANCE. Route and bridge reconnaissance is a special type of

engineer field reconnaissance, which normally precedes other engineer operations, and is also a continuing function. It is made to determine what traffic and loads a route can accommodate in its present condition and what improvements are necessary. The data obtained are used to keep an up-to-date road situation map at traffic headquarters for use in both tactical and supply operations. The information to be collected will be specified in the orders to the reconnaissance party, but will generally include the route followed with mileage between important points, the type and condition of the road, road width, the load capacities and condition of bridges, and the location and nature of all critical points. Much of this data can best be shown on the map or overlay which should accompany the written report of the reconnaissance.

67. TRAFFIC CONTROL RECONNAISSANCE. a.

General. Traffic control reconnaissance is conducted by the military police to determine what control measures are necessary to insure the proper circulation of traffic over the road net. Although the plan for traffic regulation and control is based upon the plan of traffic circulation, in order to save time the military police traffic reconnaissance should be conducted jointly with other services. If the engineers are unable to make route and bridge reconnaissance, the military police may extend the scope of their reconnaissance to include data usually secured by the engineers. The information to be collected will be specified in the orders to the reconnaissance party, and will generally include the locations where control

will be required, the time when it will be needed, and the amount and type of equipment required. A written report with attached map or overlay must be submitted promptly through channels to appropriate authority by the person in charge of the reconnaissance.

b. Reconnaissance party. The military police party normally will consist of an officer and one or two enlisted men in a $\frac{1}{4}$ -ton truck, although more personnel may be required for an extensive field reconnaissance in strange territory. For security reasons all reconnaissance parties in the forward area may be limited both as to number and size. It is essential that the party be given all available information on the road net and contemplated traffic. Maps and aerial photographs are especially useful. Two-way radio communication is desirable, if its use is authorized by current security regulations. Using it, the reconnaissance party can immediately transmit information to headquarters and receive additional instructions. Other desirable equipment includes notebook, sketching material, compass, flashlight, and tape measures.

68. MAP SYMBOLS. Road and bridge information obtained on a reconnaissance is normally recorded by means of symbols applied directly to a large-scale map or overlay of the area concerned. Notes may also be made to record more detailed information. The symbols that follow are used to record both route and bridge and traffic control information.

a. Road types.

Physical characteristics	Type of surface		
	All weather		Earth
	Paved; such as concrete, bituminous, brick or other pavement	Improved; such as gravel, crushed rock, stabilized soil, select granular material, or other wearing material *	Unimproved; dusty when dry; muddy when wet
Good road (gentle grades, gradual curves, smooth surface, good foundation) -----	A	C	E
Poor road (steep grades, sharp curves, rough surface, or poor foundation) -----	B	D	¹ F

*Includes roads of these materials treated with a dust palliative or covered by a bituminous surface treatment or seal coat.

¹ Probably impassable in wet weather.

b. Traffic lanes.

- 1, 2, 3, etc.-- Placed after road type symbol indicate suitability of road for continuous traffic in one, two, three, etc., lanes respectively.
- 1+ ----- One-lane roadway having occasional passing locations and suitable for very light two-way traffic.
- 1½ ----- One-lane roadway having frequent passing locations and suitable for light two-way traffic.
- 2- ----- Two-lane roadway having occasional one-lane defiles and suitable for moderate two-way traffic.

c. Road information.

- H----- Followed by numeral indicates clearance height in feet between surface of roadway and overhead obstruction.
- W----- Followed by numeral indicates clearance width in feet at most critical location. Symbol is preceded by numeral to indicate more than one such lane (for example, 2 W 9 indicates 2 separate lanes, each of which provides a clearance width of 9 feet).
- T----- Preceded by numeral indicates tonnage limitation.
- Mi----- Preceded by numeral indicates distance in miles.
- √----- Followed by dash and numeral indicates average interval of time (time-distance) in minutes required by motor vehicles during daylight to travel section of road shown.

 Proposed road block.

 Prepared but passable road block.

 Completed road block.

 Railroad grade crossing.

 Railroad above road.

 Railroad beneath road.

 Boundary between two sections of roadway.

 Impassable road.

 Bridge.

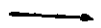
 Tunnel.

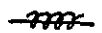
 Rotary traffic.

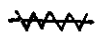
 Turn-around location.

 Line drawn parallel to one-lane road indicates length of roadway where passing is possible.

d. Traffic control.

	One-way traffic-----	} Supervised roads (directions of permissible movements shown by ar- row).
	Two-way traffic-----	
	Alternate one-way traffic (roadway used in either di- rection, alter- nately) -----	

 Dispatch route (operated by schedule system).

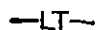
 Reserved route (can be used by specified traffic only).

  Federal and State route markers, respectively.

 Military route marker.

  Traffic post (or unit) ; traffic headquarters.

 Conventional sign for marked road intersection (Atlas grid system).

 Line beyond which any lights (including blackout lights) are prohibited.

69. TRAFFIC CIRCULATION PLAN. The traffic circulation plan serves as a basis for routing all classes of movements over an area roadnet in accordance with tactical and administrative requirements, and traffic and load capacities of roads and bridges. The plan is formulated primarily to provide for the expeditious movement of routine supply and evacuation vehicles and to insure that such movements do not interfere with essential tactical traffic. Provisions are made in the circulation plan for such tactical traffic as can be foreseen. The circulation plan, issued as an annex to the administrative order, normally is shown either on a map or on an overlay, and includes road data, location, and classification of important installations and terminals, and prescribed circulation on roads. (See fig. 8.)

70. ROAD TRAFFIC CONTROL PLAN. a. The road traffic control plan is predicated upon the traffic circulation plan and establishes the necessary overall uniformity in the planning, coordination, supervision, and operation of road traffic regulation and control. It is the basic plan for road traffic regulation and road traffic control by which the commander discharges his responsibility for area traffic control.

b. The road traffic control plan normally provides for both day and night movements or operations, together with instructions or regulations for the following:

- (1) Bridge and road classification.
- (2) Route numbering.
- (3) Route signing.
- (4) Movement instructions.
- (5) Road priorities.

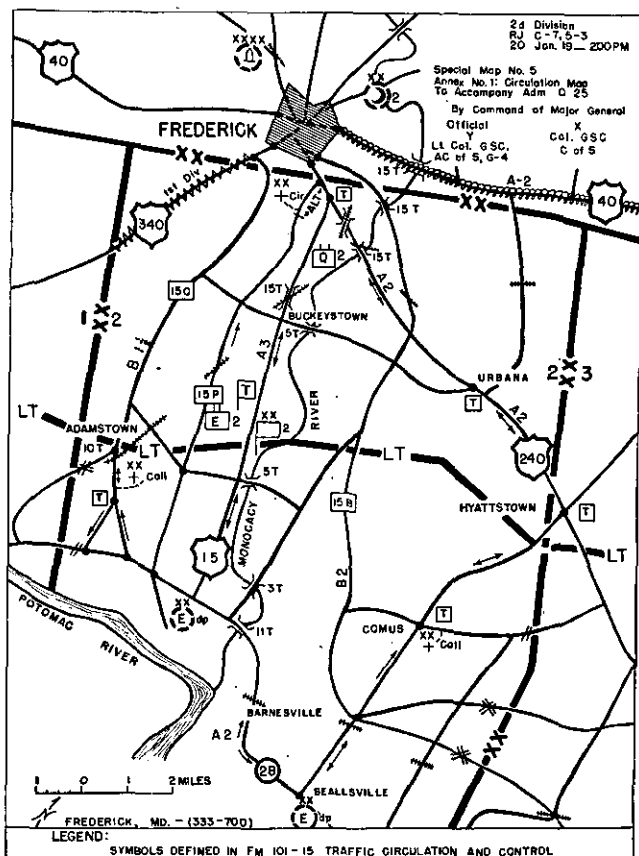


Figure 8. Traffic circulation map.

- (6) Civilian traffic instruction.
 - (7) Communications.
 - (8) Protective measures; such as, "no passage" lines, light lines, barrier lines, and gas alert lines.
- c. The plans of subordinate units are coordinated by higher authority to provide adequate control

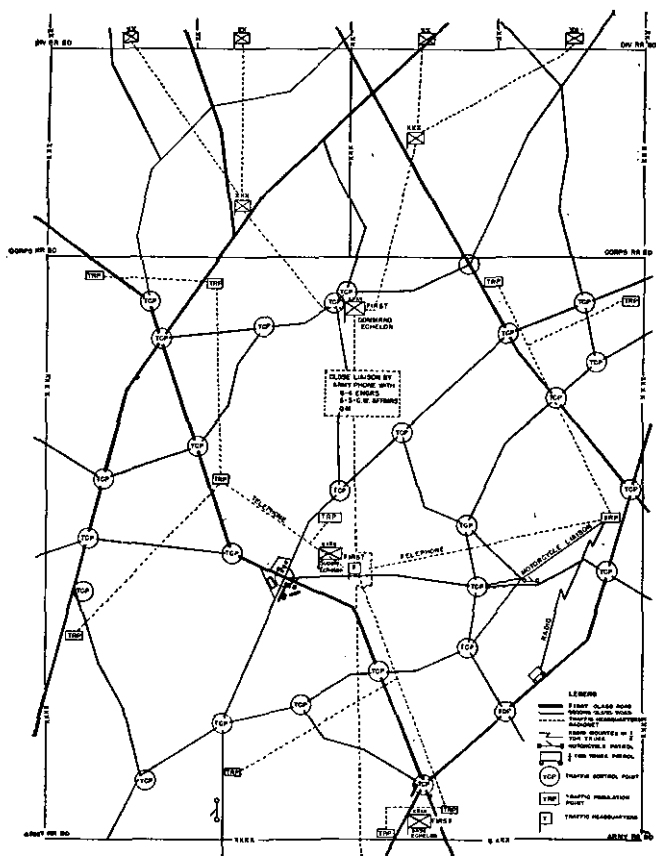


Figure 9. Schematic traffic control plan. Liaison between TRPs, TCPs, and headquarters is aided by patrols as illustrated at right center of map. This plan, taken from an actual operation, is shown for illustrative purposes only and need not be considered as basic doctrine.

throughout the area, eliminate duplication of effort, and avoid confusion. Flexibility may be provided by augmenting personnel of a subordinate unit with personnel from a higher unit.

71. ROAD TRAFFIC CONTROL SYSTEMS. Military traffic is regulated by two distinct systems of control, organizational and area. Both systems are designed to provide efficient traffic movement.

a. *Area control* involves the regulation of all traffic within or through a given area, usually the tactical area of a unit. It is established whenever the number and type of movements in an area are such that unified control is necessary. Military police of the area concerned provide police regulation for all movements within their area, including movements of other echelons through the area.

b. *Organizational control* is the regulation exercised by a particular unit along its route of march, and is the responsibility of the unit commander. It is used where area control is inadequate to assure the unit proper priority of road use and to provide regulation at successive points of conflict. All columns moving through an area are subject to traffic orders in effect therein and to the direction of military police enforcing them.

72. PRIORITIES. a. Priorities establish, in order of time, the precedence of shipments and movements of rail, road, water, and other transport. The designation of a traffic priority is a command function and is based upon tactical, administrative, and traffic considerations. Specific priorities for a given move, reservation of dispatch or reserve routes, or routes for special movements, are designated by tactical and

administrative plans. Isolated vehicles of troop commanders, staff officers and messengers are allowed freedom of movement whenever they do not interfere with established priorities.

b. General priorities are usually listed in standing operating procedure and are usually established by traffic headquarters as follows:

(1) Ordnance recovery equipment and engineer equipment proceeding to traffic obstruction.

(2) Tactical movements of troops by motor.

(3) Ambulances.

(4) Wire patrols and construction crews.

(5) Staff cars and messenger vehicles.

(6) Supply convoys.

(a) Class V (Ammunition).

(b) Class III (Gasoline and oil).

(c) Class I (Rations).

(d) Other supply traffic.

73. RIGHT-OF-WAY. a. Military police, regulating traffic flow at an intersection, give right-of-way in accordance with general traffic priorities and enforce orders designating special priorities or scheduled movements. In situations not covered by orders, military police base their decisions upon existing traffic requirements and general right-of-way rules. (In areas where driving on the left is prescribed by the theater commander the rules of right-of-way are modified accordingly.)

b. Military police observe the following rules of right-of-way where priorities are not applicable:

(1) In combat areas, traffic moving to the front generally has right-of-way over traffic moving to the rear.

(2) Loaded vehicles generally have right-of-way over empty vehicles.

(3) March units are not broken up.

(4) Generally, a short march unit is given right-of-way over a longer one; the faster is given right-of-way over the slower. Traffic can be filtered through gaps in a long column, or serial.

(5) Generally, the vehicle first to reach the intersection has right-of-way; if both reach the intersection at the same time, the one on the right has right-of-way.

74. CONVOY CLEARANCES. Convoy clearances for movements originating within an area are made by the transportation section or traffic headquarters of the area of origin. Normally the organization requesting clearance supplies such headquarters with the following information:

- a. Headquarters requiring clearance.
- b. Name of convoy commander.
- c. Unit to move.
- d. Authority to move.
- e. Total number of vehicles.
- f. Total number of march units.
- g. Total number of serials.
- h. Heaviest type vehicle in column.
- i. Present location of unit.
- j. Destination.
- k. Time and date of movement.
- l. Route desired.

75. SCHEDULES. a. Road traffic schedules are a means of assigning routes, making a time apportionment of roadway use, insuring traffic priorities, coordinating arrival and departure, preventing traffic

congestion, controlling average speed, and limiting average densities.

b. Road traffic schedules are of several types, including:

(1) *Infiltration schedule.* A vehicular dispatch rate assigned to a unit for use during a specified period by which vehicles are permitted to proceed independently to their destination over a prescribed route. This type of movement is not normally applicable when organized action against the enemy is imminent.

(2) *Location schedule.* The apportionment of time to different movements at a location, such as an initial point of march, an intersection, terminal, or other traffic bottleneck. Ordinarily location schedules are not required when columns do not exceed a time length of 3 to 5 minutes, as conflicts can be solved, by military police in the field.

(3) *Column schedule.* The designation of arrival or clearance times for individual movements at specific points on a prescribed route.

(4) *Route schedule.* The apportionment of time to different movements proceeding along or intersecting a given route. This type is usually used in dispatch routes.

(5) *System schedule.* A composite schedule for time control of all important movements on a given roadnet.

c. The need for scheduling usually is indicated in pertinent movement orders. Further need for schedules may be determined by analysis of intersections and defiles.

76. **COMMUNICATION.** a. The characteristics of military traffic and the conditions under which it

operates require that supervision over movements be coordinated at all times; and that the traffic headquarters, transportation section, provost marshal, column commanders, and control personnel be informed of traffic conditions and changes in plans affecting their operations. An adequate dependable system of communication must be provided to permit the rapid transmission of messages. The means normally provided are:

b. Radio. Radio can be placed in operation quickly and provides instantaneous two-way communication. Its use must be governed by the exigencies of the tactical or security situation and by the extent of the roadnet.

c. Wire. Wire systems provide for rapid interchange of information, and are not readily vulnerable to enemy interception or interference. Communication between operating or tactical military police units and headquarters is normal by this method. Wire communication is particularly applicable to the control of traffic at defiles and bottlenecks.

d. Messenger. Messenger service as the sole means of communication usually is not rapid enough for general use with road traffic. It should be employed in conjunction with other means.

e. Aircraft. Airplanes may be used for carrying messages over long distance. Air-ground communication may be established by radio, loud speakers, dropped and picked up messages, or panels.

Section III. TRAFFIC CONTROL OPERATIONS

77. GENERAL. a. The commanding general of the theater of operations establishes the necessary over-

all uniformity in the planning, coordination, and operation of road traffic regulation and control.

b. Traffic control in the theater of operations is an area responsibility of the armies and of the communications zone. Road traffic control in the theater of operations is a function principally executed by the military police, whereas road traffic regulation, movement, control, is a function principally executed by the Transportation Corps or comparable personnel. These agencies must work in close collaboration with each other, since their functions are complementary. In the combat zone the headquarters of each division and higher echelon responsible for road traffic control and regulation has a traffic headquarters under the direct supervision of G-4. This headquarters coordinates agencies concerned in road traffic regulation and control and operates the road traffic regulating system. (See FM 100-10 and 101-15.)

c. Within army areas and the communications zone the regulation of traffic is the responsibility of the commanders. Between army areas and between an army area and the communications zone, the regulation of traffic is normally by the area of origin, and is coordinated with the area of destination and intermediate areas. In each case higher headquarters is responsible for the necessary supervision.

78. THE PROVOST MARSHAL. a. The provost marshal supervises the provost marshal section of headquarters, has area responsibility for traffic control, and exercises direct supervision and operational control of military police units. (See par. 58e.)

b. In determining the use of his military police organization or organizations, the provost marshal normally divides his area of responsibility into zones

to which specified units, companies, or battalions are assigned. His decision is determined by the traffic situation.

c. The provost marshal, as a special staff officer, normally establishes policy and basic standing operating procedures for military police on traffic control.

79. TECHNIQUES OF ROAD TRAFFIC CONTROL.

a. The three control techniques are: point control, patrols, and escort. A combination of point control and patrols is normally required in area control. Escorts are most often used in organizational control. Road traffic control by point control makes use of fixed traffic control posts at road intersections, defiles, and other bottlenecks. Road traffic control by patrol makes use of motorized traffic control groups, which travel the roads between fixed traffic control posts. Road traffic control by escort makes use of motorized traffic control groups, which precede each column along the route of march and regulate traffic at successive points of conflict where there are no traffic control posts.

b. **Point control.** (1) *General.* In the theater of operations, men normally perform point control in pairs or groups of three or more, to insure continuous control, and afford protection from enemy interference. When joint operations are effected over the same road net, it may be desirable to pair military police of the United States armed forces and of the allied forces. (See fig. 10.) In the communications zone or zone of interior, one man is usually sufficient to regulate traffic at a point at any given time. Additional men may be needed at complex or large intersections, at points where turning movements predom-

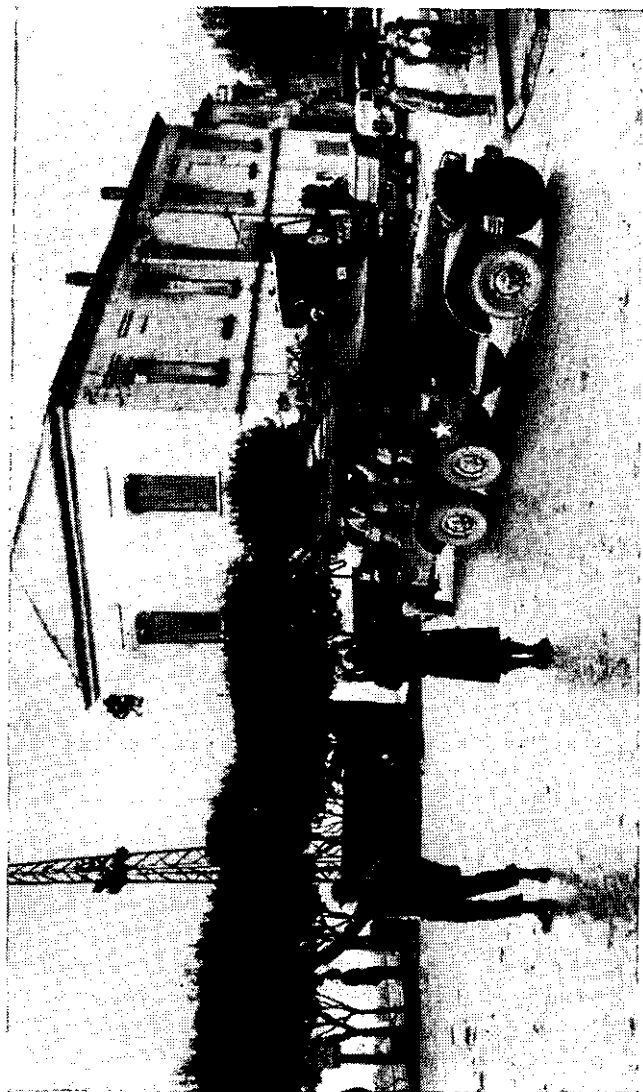


Figure 10. American and allied military police may control traffic together.

inate, at night, or under adverse weather conditions. The need for occasional control can often be met by directing patrol units to such locations at critical times. An officer or noncommissioned officer may supervise control at critical points.

(2) *Intersection control.* Military Police are assigned to duty at those intersections where conflicting streams of traffic necessitate the continuous or frequent regulation of traffic flow, where traffic orders restricting movements must be enforced, or where it is probable that critical conditions will develop. They are given specific instructions concerning the degree of regulation to be applied. As a general rule, and considering only the requirement of regulating the alternate movement of conflicting streams, constant regulation is warranted only where more than 1,000 vehicles per hour pass through an intersection, and where the lighter stream comprises more than 20 percent of the total.

(3) *Defile regulation.* (a) At one-way defiles, a minimum of two men—one at each end—is required; in the theater of operations, two men should be posted at each end. In defiles of considerable length, it may be desirable either to station men at critical points within the defile, to establish a patrol within it, or to provide escorts through it. Occasionally it may be desirable to subdivide the defile into two or more posts, with suitable turnouts provided.

(b) Adequate communication facilities within a defile permit substantial economy of personnel. Two-way radio, field telephone, visual signals, or messengers may be used, depending upon availability of equipment, and the nature of the defile.

(4) *Control at other points.* The control of traffic at ammunition, fuel, and ration supply depots, railheads, and the command posts of larger units, as well as the operation of information posts at important locations, may be considered as a form of point control, and the principles of point traffic regulation applied.

c. *Patrols.* Patrols, normally consisting of two men, are established in areas or along important routes to connect key control points, to give close supervision to traffic between such points, and to check frequently those places where road or traffic blocks are most likely to develop. Patrols should be used to the greatest practicable extent, subject to demands for other types of traffic assignments. By selective assignments, critical areas can be covered at critical times.

d. *Escorts.* Traffic escorts are employed when it is desired to secure priority over other traffic. They may be employed most frequently where conflict is anticipated with civilian or less important military traffic. Escorts vary from a few men with individual transportation, who precede and follow a column, to a larger number, furnished with individual transportation or carried in a few large vehicles, who are assigned to regulate traffic at successive intersections passed by the column. The number of personnel required depends upon the expected amount of conflict with other traffic, the length and speed of the column.

e. *Aircraft.* Special small, low-speed observation airplanes may be made available for aerial traffic observation and control. These should have equipment for two-way radio contact with ground stations.

They should also be equipped with public address equipment capable of transmitting messages clearly audible to ground personnel from altitudes up to about 1,000 feet.

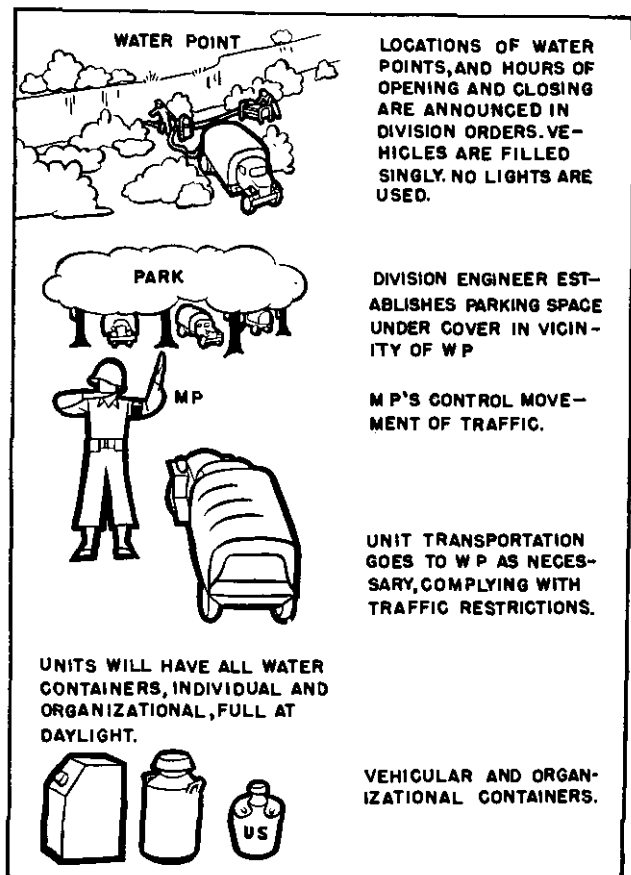


Figure 11. Military police control traffic at water points.

80. WRECKER. A heavy wrecker should be stationed at that end of all critical one-way defiles from which the greater volume of traffic is emerging. It may be wise to require the wrecker to precede traffic

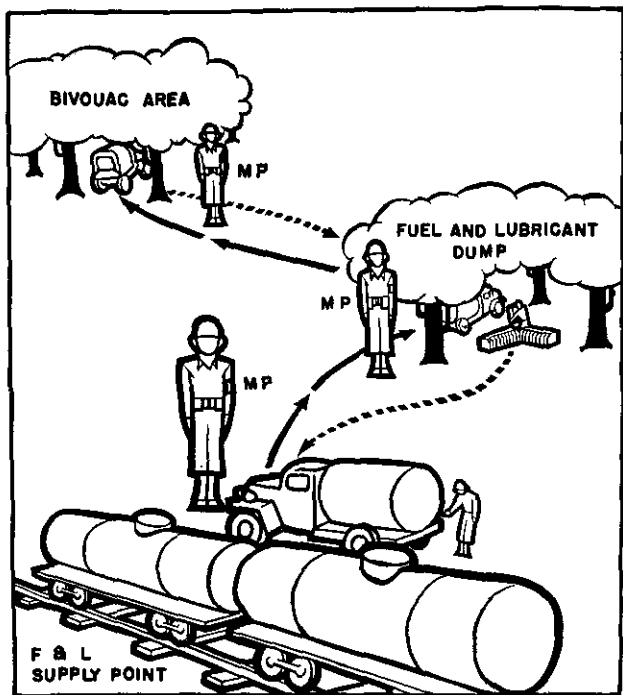


Figure 12. Military police prevent congestion at fuel and lubricant supply points and dumps.

through the defile each time the flow phase changes. This is necessary in order that the wrecker may easily reach any stalled vehicle. If the wrecker is placed at the end of the defile from which traffic is emerging, the vehicles in front of a casualty will move on and

the wrecker will be able to back up to the disabled vehicle and pull it forward out of the way. If, on the other hand, the wrecker is kept at the end of the defile at which traffic is entering, the vehicles following the casualty may cause a solid jam which will prevent the wrecker from reaching the disabled vehicle. Like consideration may determine the method of use of a wrecker on a one-way road.

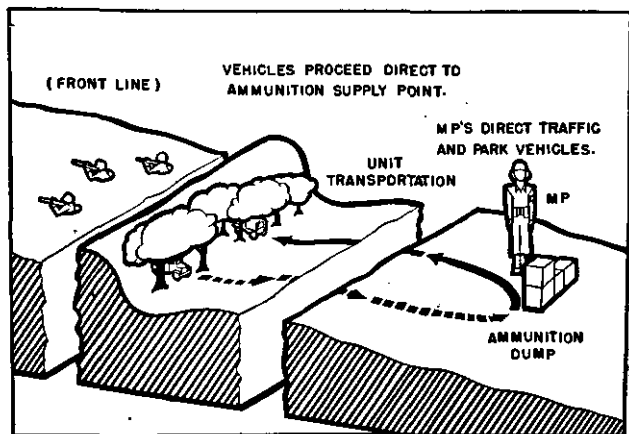


Figure 13. Military police are posted at ammunition dumps to direct traffic.

81. DEFILE REGULATION. a. General. At one-way defiles, as at intersections, right-of-way is alternately allotted to different streams of traffic. At defiles, however, streams move in opposite directions instead of at right angles to each other. Conflict is caused by lack of adequate road width. Such matters discussed under intersection control as the duration of flow, methods of signaling, and general right-of-way considerations, are applicable to defile regulation. In addition, traffic control procedure will

vary with the length of the defile, visibility, number of men assigned, and the control and communication equipment available. (See fig. 15.)

b. Control points. To provide basic control, military police are posted at each end of a defile, at a suf-

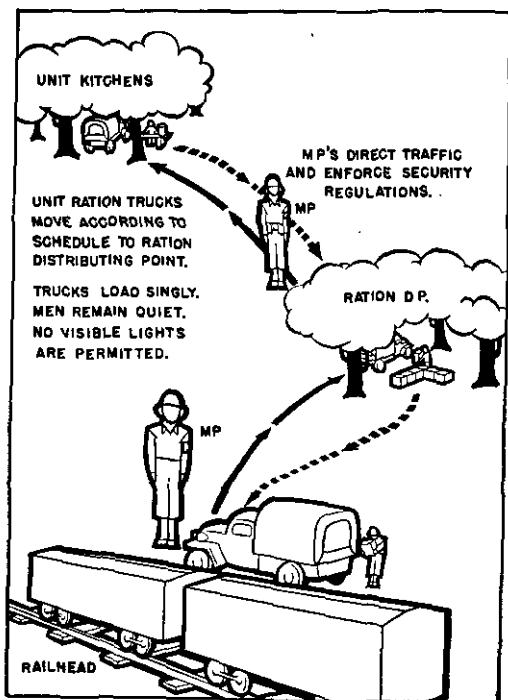


Figure 14. At railheads and ration distributing points, military police direct traffic and enforce security regulations.

ficient distance from the defile to prevent vehicles from blocking the entrance. If the view is obstructed by an obstacle such as a blind curve or a hill close to the defile entrance, either a warning sign is posted,

or the military policeman places himself beyond the obstruction.

c. Regulation of flow. (1) Traffic is permitted to enter a one-way defile from only one direction at a time, and then only when it is known that the defile is clear of traffic moving in the opposite direction. If men stationed at each end of the defile are visible

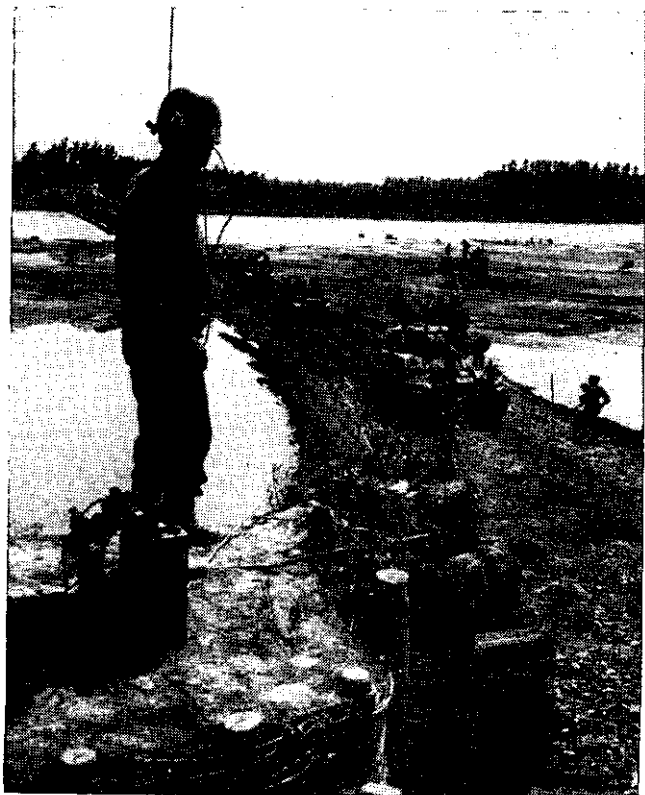


Figure 15. Military police may use radios to control traffic in defiles or on bridges.

to each other, visual signals may be used. At a long defile, a man may be posted at a point where he is visible to both ends, to relay visual signals from one end to the other. If the ends of the defile are not too far apart, sound signals, such as whistle blasts, may be used. When available, telephone or radio communication should be used between the ends of a defile. (See fig. 16.)

(2) A simple system of defile regulation is the use of a flag or other distinctive device which is either handed to the driver or hung on the front of the last vehicle allowed to enter the defile from a given direction. The military policeman at the other end takes the flag as the vehicle leaves the defile. He in turn sends the flag back to the opposite end by the last vehicle which he allows to enter the defile. Traffic is sent through the defile only by the military policeman in possession of the flag, unless he ascertains by other means of communication that the defile is clear. Right-of-way is alternately assigned unless other arrangements, known to control personnel at both ends, are made.

(3) Where personnel are posted only at the ends of a defile, in the event of a stoppage within the defile a military policeman at the end toward which traffic is moving assures that no traffic will enter the defile, notifies the other end of the stoppage and renders assistance in clearing the road block.

d. Internal control. (1) When sufficient control personnel are available, each group of vehicles may be followed through the defile by a traffic patrol, or a military policeman may ride on the last vehicle of each unit, to report to personnel stationed at the opposite end that the defile is clear. Such procedures

have the following advantages over the flag method:

(a) They provide more positive assurance that the defile is clear.

(b) Frequent observations may be made of conditions throughout the defile, as a basis for reports on necessary road maintenance, sign posting or replace-



Figure 16. Telephone communication may be used between the ends of a defile.

ment, and other measures designed to increase traffic efficiency.

(c) Improper stopping of vehicles within the defile may be prevented, accidents handled, and disabled vehicles moved out of the way.

(2) Personnel assigned to follow columns through a defile must be alert to assist in maintaining or increasing traffic efficiency. In the event of column stoppage, they go forward immediately to the location of the stoppage and take corrective action. If immediate resumption of traffic flow is not possible due to a serious road jam, this fact is reported immediately by the quickest available means of communication to traffic control headquarters, so that necessary action may be initiated to restore normal flow or that traffic may be rerouted if necessary. Immediate steps are taken to prevent other vehicles from entering the defile while it is blocked.

(3) This system of supervision within a defile, and coordination of regulation at its two extremities, is desirable in the case of long defiles, especially when heavy and important traffic is being handled, when road, weather, and visibility conditions are poor, or when other factors make the situation critical.

(4) It may also be desirable to station men at critical points within a defile, or to operate foot or motorized patrols, to insure proper movement of traffic and to report difficulties or necessary road maintenance work.

(5) If the defile is exceptionally long, and there is danger of columns becoming lost enroute, a traffic escort is desirable.

e. Duration of flow. Duration of flow in one direction through a defile is governed largely by the prin-

ciples of flow regulation discussed under intersection control. However, when most traffic is moving in one direction, such traffic is given continuous right-of-way except when a sufficient demand for movement in the opposite direction occurs. Constant communication between military police stationed at the extremities of the defile will determine the best manner of accommodating individual vehicles. Full advantage is taken of gaps in the major flow to filter vehicles through in the opposite direction. The duration of flow through a defile in one direction is normally longer than at an intersection. Because of the time required to change the direction of flow, the fewer the changes in direction, the greater is the traffic capacity of the defile. •

f. **Special types of defiles.** Essentially the same technique is applied in other situations generally similar to defile regulation. More common situations are:

(1) *Column passage.* A column passing another moving in the same direction on a two-lane road must operate in the lane normally assigned to traffic moving in the opposite direction. This presents a one-way defile situation. Patrols and escorts must determine that this lane is clear before the passing movement begins, and must keep the lane clear until the movement is completed. The use of a pre-arranged flag, message, or other signal, preferably supplemented by traffic personnel trailing the column, conveys notice that the passage has been completed. Whenever practicable, passage of columns is made either at a point where the number of lanes available, or the possibility of moving the overtaken column off the road, makes one-way traffic control unnecessary,

or during a regular scheduled halt of the overtaken column.

(2) *Alternate one-way routes.* During certain periods, to increase traffic efficiency under special conditions, a route may be operated as a one-way road alternately in opposite directions, even though the road could carry two-way traffic.

(3) *Bombed or shelled routes and mine fields.* The control of traffic along routes which have been bombed or shelled and through gaps in enemy mine fields is a type of defile regulation, and the principles of defile traffic control are employed. For details concerning the passage of mine fields, see FM 5-31.

(4) *Bridges.* Defile regulation may frequently be required at bridges, particularly when the bridge is narrow or capable of supporting only a limited weight. All military vehicles, except certain light vehicles whose gross weight when loaded is less than 5 tons, are marked conspicuously with their weight class in tons. Engineers mark bridges with the maximum weight permitted for vehicles. For example, a bridge which can carry a vehicle weighing 12 tons is marked with a sign giving the figure 12. Traffic control personnel at bridge sites prohibit vehicles marked with a figure greater than the bridge capacity from passing. (See AR 850-5.) Traffic control personnel directing traffic at one-way bridges, floating bridges, and bridges undergoing repair must be thoroughly briefed as to bridge capacities, minimum allowable interval between vehicles, speed, and types of vehicles to be excluded from crossing. (See FM 101-15.)

82. TRAFFIC PARKS. In order to avoid possible jams at the entrance to a one-way defile or other

critical area, it may be desirable to establish traffic parks near each entrance. A traffic park is an area where vehicles are halted off the road while waiting to proceed. It should be near the main road and to the right of the road approaching the defile if practicable. It must be on firm ground and large enough to permit proper dispersal of vehicles. The area should not be subject to direct enemy observation or fire. A loop or side road or the side streets of a town can often be used if available, but generally a field will have to do. While in the park, the drivers are told of any special regulations in force for the defile. The military police in charge of the traffic park are in communication, usually by telephone, with the control personnel at the defile. Vehicles are dispatched from the traffic park on instructions from the military police controlling the defile. In order that traffic may enter the defile as soon as it is clear, vehicles must be dispatched from the traffic park in sufficient time to reach the entrance to the defile by the time it is clear. (See FM 5-10.)

83. PATROLS. a. General. A traffic patrol usually consists of two military policemen who operate between traffic control posts, provide liaison between posts, supervise traffic movements, and enforce traffic regulations and orders. Mounted in small vehicles, motorcycles, or on foot, patrols cover their routes thoroughly, constantly seeking information and regulating traffic. They seek to prevent or minimize the danger of road and traffic blocks.

b. Duties. Patrols perform the following duties:

(1) Observe and report necessary road maintenance and road construction.

(2) Recommend changes in the traffic control plans, to increase traffic efficiency.

(3) Report need for new traffic signs, and make immediate replacements when necessary.

(4) Enforce traffic control regulations.

(5) Furnish information and directions.

(6) Handle traffic accidents.

(7) Assist traffic control personnel at fixed posts, when necessary.

(8) Regulate traffic, when necessary, at locations where control is not otherwise provided.

(9) Report the progress of columns.

(10) Report unanticipated traffic movements.

(11) Provide emergency escorts for columns, when necessary.

c. Technique of patrolling. (1) The technique employed depends upon whether the primary mission of the patrol is to check critical points, or to provide general supervision between points. When checking critical points, a patrol moves quickly from one point to another. When providing general supervision, it cruises slowly along routes between control points. Patrols usually employ a combination of both techniques, emphasis being placed on the currently important phase.

(2) Patrol operations at one point should not be suspended because regulation is required elsewhere. One member of the patrol is detached to perform the new mission, while the other military policeman continues upon his mission. Whenever possible, headquarters is notified so that a portion of the reserve may be dispatched to the scene and permit the regular patrol to be resumed.

(3) Patrols give most attention to critical locations. (See fig. 17.) For example, a bridge is checked frequently if its destruction would seriously impair traffic circulation. Similarly, possible traffic bottlenecks at which military police are not stationed are visited frequently. Often it is desirable for a patrol to halt for a short time at a critical point to observe conditions and determine whether special action is warranted.

(4) Occasionally patrols must move with the main stream of traffic to supervise the conduct of a portion of it. However, wherever possible, patrols circulate freely in order to expedite the movement of the entire column. They observe traffic regulations and must at all times avoid creating a hazard or obstruction by their manner of operation.

84. ESCORTS. a. General. The mission of a traffic escort is to expedite the movement of a particular column, usually by obtaining for it the right-of-way over traffic of lesser importance or assuring that it is not unduly delayed by other traffic. However, a column moving under escort does not necessarily have priority over all other traffic. Escorted columns moving through territory under area control are subject to the traffic orders in effect therein, and to the direction of the traffic control personnel enforcing them. Escort personnel must not interpret their duty to be the procurement of uninterrupted movement for their column, regardless of existing regulations. Their mission is determined by the plan of the march and the specific instructions issued for its operation. (See par. 93.20.)



Figure 17. Patrols are alert to report the need for road maintenance.

b. Duties. Escort personnel perform some of the functions of both point and patrol duty. They move out in advance of the column to—

(1) Provide necessary traffic control at unregulated intersections or those where existing regulation (as by a traffic signal) is inadequate or inappropriate.

(2) Advise traffic control personnel encountered along the route of the approach of the column.

(3) Discover any road or traffic blocks, and either eliminate them or notify the column commander so that proper action may be taken.

c. Posting. Escort personnel may consist of military policemen and organizational guides. Military policemen may be posted at points where traffic control is necessary. Organizational guides are normally used at points where only directions need to be given, and where the control of traffic is not required, such as unimportant road junctions or intersections, railroad crossings, and pedestrian crossings.

d. Escort intersection control. (1) Escort personnel who regulate traffic at intersections through which the column must pass will observe all applicable rules for intersection control.

(2) Conflicting traffic streams are halted in time to insure both a clear intersection and a clear route for a sufficient distance ahead to enable the escorted column to maintain its speed. Special care must be exercised when a column is authorized to proceed through stop signs or red lights at intersections. Escort personnel must be alert to prevent accidents, and do not hesitate to signal vehicles in the column to slow down or stop if necessary to avoid a collision.

e. Lead escort. Escort personnel may be detailed to lead or follow a column. Those ordered to precede the column are alert for any interference, such as slow-moving traffic or congestion between intersections. Escorts leading the column do not ordinarily set the pace of the column. Those following the column handle stragglers and assist in enforcing regulations and orders. In event of an accident, they stop, render aid, and assist if necessary in investigation and salvage operations. They also protect the rear of the column during halts.

85. TRAFFIC REGULATING POSTS. Traffic regulating posts are installations which may be established at key points on main supply routes for the purpose of regulating traffic movement. These posts operate in conjunction with the traffic control posts and are usually established for the purpose of furnishing information on convoy movements and important installations, and regulating and coordinating traffic density and traffic flow. Traffic headquarters furnishes necessary information by wire or radio to traffic regulating posts and receives reports on the progress of all movements by the same means. Convoys, march units, or individual vehicles may be required to obtain clearances from traffic regulating posts before entering or traveling within the roadnet.

86. TRAFFIC CONTROL POSTS. a. A traffic control post is a control and information center, operated by military police at principal crossroads or road junctions and other central points on the roadnet. The post normally gathers and furnishes information concerning installations, headquarters, and road conditions, and reports to the provost marshal or ap-

propriate authority on road conditions, road discipline and arrival and clearance times of important movements. It maintains contact with headquarters and adjacent posts by telephone, radio, or messenger.

b. Each traffic control post is usually manned by a minimum of a noncommissioned officer and two privates who perform point control duty when necessary. An officer may be required for exceptionally important traffic posts.

c. In the forward areas of a theater of operations, it may be necessary to protect military police from enemy interference while they are performing their duties.

d. Military police may be stationed at intersections, defiles, and other points between traffic control posts, where adequate control cannot be achieved by means of traffic signs. Patrols may operate between traffic posts.

87. TRAFFIC INFORMATION POSTS. Traffic information posts may be established to supplement traffic regulating posts and traffic posts in that they are established for the express and sole purpose of furnishing information to facilitate efficient traffic movement.

88. AIR OBSERVATION. When weather, visibility, and terrain features permit, and tactical considerations do not make it inadvisable, observation aircraft carrying traffic control personnel can be employed to good advantage in traffic direction. The purpose of aerial traffic patrols is to secure a more general picture of traffic conditions than can be secured from ground supervision, and thereby to anticipate needs for special control measures, to determine

their proper nature, and to direct their execution. Full utilization of such air patrols thus demands that they function as more than just observers. A traffic control officer flying over the roadnet is often in a much better position than one on the ground to direct operations, since he gets a picture of the situation by actually observing current traffic circulation and road conditions, rather than depending upon its delayed reproduction on a map.

a. **Air-ground coordination.** (1) Good air-ground coordination is essential since obviously air patrols cannot usually perform actual traffic regulation. Two-way radio contact should be established between airplanes and key ground points, including traffic control headquarters, traffic patrols, and escorts and personnel posted at critical bottleneck points on the roadnet.

(2) Airplanes should also be equipped with public address equipment for broadcasting information and instructions directly to traffic and to traffic control personnel not equipped with radios. Such equipment is also useful when radio silence is imposed or when radio reception is not clear.

b. **Identification of locations.** Air observers must be thoroughly familiar with the appearance of an area from the air so that they can identify locations readily. Thorough advance study of aerial photographs and maps is essential. Reference points clearly visible and recognizable from the air should be noted on maps. Copies of traffic orders and circulation plans should be carried, and also traffic control plans showing the assignments of control personnel to point, patrol, and escort duty.

c. Technique. (1) Observers may be the first to perceive necessary modification of control operations, and may, on the basis thereof, suggest or direct special regulation; or need for plan modification may be determined first by ground personnel, air observers being then asked to submit information and recommendations helpful in determining possible elements or, if they are necessary, modification of other elements of the circulation and control plans.

(2) *Inefficient control operation.* Lack of coordination of control of different intersections, improper allocation of right-of-way to conflicting traffic streams, and other deficiencies of control can be quickly detected and therefore more often corrected.

e. Corollary functions. (1) Such observation aircraft are also useful for various other functions, including—

(a) Rapid messenger service when other fast channels of communication are not available.

(b) Transportation of control personnel to critical points when ground travel cannot be performed quickly enough.

(c) Checking on the proper coverage of all traffic control posts by assigned personnel.

(2) They may also render valuable services which contribute to tactical security by reporting the approach of enemy aircraft or armored vehicles and by noting and reporting inadequate camouflage.

89. CIVILIAN TRAFFIC. **a. General.** Successful military traffic control depends on effective regulation of civilian as well as military traffic. The character of the roadnet and the urgency of traffic operations determine the degree of control to be effected. This control may vary from the minimum disruption

tion of normal civilian traffic to the barring of such traffic from the roadnet.

b. In combat zone. Military police should know the normal characteristics of civilian traffic in the area of operations, traffic regulations with which the civilians are accustomed, and any special emergency control plans which local civil authorities may have prepared for execution in time of need. All available publicity channels orders issued through civil authorities by G-5, signing, and military police should be used to inform civilians of traffic restrictions, and to keep them off certain routes or out of certain areas. For normal operations, the combat zone may be divided into three zones in which restrictions on civilian traffic take the following forms:

(1) From Army rear to a line designated as a "no passage" line—unrestricted civilian traffic on all except specifically designated routes and bridges. The "no passage" line may be coincident with the corps rear boundaries. All traffic is checked at this line.

(2) From corps rear to division rear boundaries—only highly essential civilian traffic by special pass.

(3) From division rear to line of contact—no civilian traffic.

c. In communications zone. Because of the extent to which civilian traffic differs from military traffic in character, purpose, and discipline and because of the varying means of coordinating it with military traffic under varying conditions, it merits special consideration. The commander of the base section or the communication zone normally prescribes the policy for control of civilian traffic. His policy may

vary from no interruption of normal civilian traffic to severe restrictions on traffic movement. Where the tactical or operational situation permits, cooperation of civilian traffic authorities should be enlisted in formulating traffic control plans and regulations. Establishment of civil and military police headquarters in close proximity to each other facilitates coordinated control when necessary. It will often be possible and desirable to leave normal civil traffic control in towns and cities to local civil authorities with general supervision so far as military requirements demand by military police.

d. **In zone of interior.** In zone of interior traffic headquarters must coordinate military traffic with civilian traffic. This is accomplished by close liaison between traffic headquarters and the civilian traffic authorities. Civilian agencies are generally of great assistance both in planning and in executing traffic control for military movements. Although local arrangements pertaining to traffic circulation and control may be worked out by the agencies immediately concerned, traffic headquarters is responsible that duplicate, conflicting, or uncoordinated requests are not made to civilian traffic authorities. In planning motor movements in the continental limits of the United States civilian assistance will be obtained by contacting the principle highway traffic agency in each state concerned for the necessary cooperation. So far as possible, civilian traffic barred from areas of military operations should be afforded the best possible alternate routes. Such information should be conveyed promptly to civilian authorities by traffic headquarters in order that it may be publicized.

90. REFUGEE AND DISPLACED PERSONS. a. The most critical problem of civilian traffic control arises in connection with movements of refugees and displaced persons. Avoidance of difficulty is best accomplished by prohibition of such movements, or by transportation and traffic control planning which eliminates conflict with military traffic. When refugee movements are to be prohibited or handled in a specified manner, military police should prohibit unauthorized use of roads by road blocks at key points. Military police patrols accompanied by trucks for the collection and evacuation of refugees can accomplish the work of clearing refugees from the roadnet. Normally these patrols operate on the primary roadnet and evacuate civilians by the secondary roadnet to establish collecting points. The refugees are then evacuated to the civil affairs displaced persons or refugee camps.

b. Because of the undisciplined nature of refugee traffic and the mixture of pedestrians, animals, and all types of vehicles which comprise it, extraordinary control measures are often required. Bottleneck points must be located as accurately as possible, and adequate personnel must be assigned to such points. Mobile public address equipment, both on the ground and in airplanes, should be provided for issuance of information and directions. Bulldozers should be available to clear routes for important military traffic, if necessary.

c. Traffic control personnel must be impressed with the need for firmness in handling refugee traffic; at the same time, they must, by their demeanor, seek to minimize fear and panic.

91. EMBARKATION. a. **General.** In a large scale embarkation preparatory to an amphibious assault, rigid regulations of traffic to the embarkation point is necessary. A traffic regulating headquarters is established to regulate the flow of traffic of all units involved in the operation. Traffic control plans will be made after consideration of troop commitment schedules and ship loading plans.

b. **Marshalling areas.** Marshalling areas may be established through which all unit convoys move en route to the embarkation point. The movement of unit convoys to the marshalling areas is scheduled by traffic headquarters. Control of convoys moving to the marshalling areas may be exercised by unit personnel or by military police operating in the area through which the unit passes. On arrival in the marshalling area units are regrouped into boatload units by traffic headquarters personnel aided by military police assigned to the area. Boatload units leave the marshalling areas for embarkation areas on schedules transmitted from traffic control headquarters. Control of the boatload units is exercised by escorts. In addition military police may be stationed at critical points to prevent interference by casual or civilian traffic. Traffic regulating posts and traffic control posts may also be established along the routes leading to the marshalling areas to further regulate the convoys after leaving the marshalling areas.

c. **Embarkation area.** Boatload units are kept intact in the embarkation areas. Boatload units leave the embarkation areas on call from the unit handling actual loading operations. Movements from embarkation areas to loading points are controlled by es-

corts which may be supplemented by military police stationed at critical points.

92. ASSAULT OPERATIONS. Military police land early in the assault phase in the establishment of a beachhead. Normally, the first military police ashore are assigned or attached to the shore party employed in the assault. When no special troops are employed, the military police unit of the assaulting division may be divided, and a detachment assigned to each assault team. In the early stages of the assault, traffic duties are limited to directing vehicles coming ashore to beach exit roads, and preventing congestion. Later these duties may be extended to the implementation of a traffic circulation plan and an information center.

93. BEACHHEAD OPERATIONS. In large scale amphibious operations, all operating agencies on the beach must be under one commander in order for beach operations to be efficient. Military police, scheduled to land and to assume control of traffic on the beach as soon as practicable, may be assigned to the unit operating the beach and the adjacent supply dumps. They control the movement of combat elements and vehicles conveying supplies to de-water-proofing areas, and dumps or supply transfer points. Part of the traffic plan may include the operation of a traffic regulating point which will clear vehicles moving by units. From the regulating points, serials will be furnished an escort to assembly areas where vehicles may be regrouped for movement into the combat areas. As the beachhead area becomes stabilized traffic control measures are developed and ex-



Figure 18. Military police control planning expedites movement on the beach.

tended under the supervision and direction of the Army, and later the base section, provost marshal.

93.1. EMERGENCY ADJUSTMENTS. a. General circulation and control plans may be disrupted suddenly by roads being rendered impassable by heavy traffic, bad weather, or enemy action, and by unanticipated movements required by changes in the tactical situation. Rapid, effective emergency adjustments must be made to meet such new conditions and requirements. Road repair must be undertaken immediately by road maintenance engineers. Military police must take action in any emergency, and must also effect changes in traffic circulation, particularly in small areas for short periods of time.

b. Requirements. The following requirements are essential in preparing for emergency adjustments:

(1) Traffic circulations and control plans must anticipate possible emergencies and tentative alternate plans must be prepared for contingencies which may disrupt traffic circulation.

(2) In addition to military police required for duty, a reserve should be maintained to handle emergency situations. The reserve may consist of military police held for emergencies, or it may consist of men on less critical locations.

(3) Adequate supervision for emergency operations must be provided.

(4) Adequate transportation must be available to move reserve personnel to critical locations.

(5) Information must be available to all personnel. Original circulation and control plans, tentative alternate plans, and information regarding emergencies or changes, must reach all concerned as rapidly



Figure 19. Military police must at times decide whether to halt traffic at a road block, or reroute it.

as possible. Military policemen controlling traffic must transmit to their superiors information on emergencies occurring in their areas, local emergency adjustments made, and engineer repair work required.

(6) Adequate communication facilities must be available to transmit necessary information and to coordinate the efforts of personnel.

93.2. PROCEDURE FOR EMERGENCY ADJUSTMENTS. a. **General.** Adjustments may originate in traffic control headquarters or with traffic control personnel, and may consist of a single adjustment or a series of progressive adjustments.

b. **Changes in tactical plans.** (1) When tactical plans are changed, traffic control headquarters immediately checks the adequacy of the current control system. Necessary changes in personnel and control methods are made.

(2) Traffic control personnel may be instructed to make local adjustments pending issuance of new orders. Road patrols may be used to provide emergency regulations and transmit information.

c. **Disruption of circulation.** (1) Unanticipated disruption of traffic, such as the sudden destruction of a vital bridge or road, often presents difficult problems. (See fig. 18.) Such situations usually come first to the attention of personnel on traffic duty. Their immediate responsibilities are to determine the problems involved, to take appropriate measures to minimize or prevent local congestion, and to report the circumstances, together with the measures taken, to their superiors and to other patrols and posts. The information is transmitted through successive traffic control echelons. Each echelon takes such ac-

tion as it can to meet the situation, pending receipt of instructions from traffic headquarters.

(2) Where tactical considerations predominate, unit and column commanders determine what immediate action to take in critical situations. Military police render assistance by giving information concerning available detours.

d. Engineer liaison. To expedite restoration of traffic circulation following its disruption by a road traffic block, close liaison should be established between military police and road maintenance engineers. Military police will furnish the engineers with information as to the nature and extent of conditions requiring engineer work in order to facilitate the prompt and effective execution of such work. Such information will also enable engineers to estimate more accurately the time required for the work so that traffic control personnel may have a better idea of the extent of traffic disruption to be expected.

93.3. SIGN POSTING. **a.** (1) Normally, engineers supply traffic control signs and post them as directed by the commander of the area and upon the recommendation of the provost marshal. When applicable in the communications zone recommendations of the other services are generally followed. Engineers supply military police with additional general purpose signs for posting as replacements and for other uses in case engineers are not available. Signs are used wherever possible in place of personnel for route numbering and route signing to indicate the character of, and direction on, main and lateral routes and detours. They are also used to warn of hazardous points, location of tactical and administrative head-



Figure 20. Military police must be prepared to reroute traffic when a road becomes impassable.

quarters or command posts, supply and service installations and traffic regulating or control points or stations. Signs are classified according to their uses:

(a) Route signs identify routes and indicate their course.

(b) Information signs identify place and indicate directions and distances.

(c) Warning signs warn of hazards and conditions requiring special precaution such as steep grades, sharp curves, narrow defiles, limited clearance, and contaminated areas.

(d) Regulatory signs indicate definite orders for operation of vehicles at specific locations such as stop, one-way, no parking, speed limit, and weight limit signs. (See TB ENG 15.)

(2) The size and shape of the sign as well as the legend should convey a message to the driver quickly and without confusion. Standard shapes are used for important traffic signs to indicate the type of message carried. Stop signs are octagonal, other regulatory signs such as speed, one-way, and no parking are square; warning signs are diamond shape for slow, circular for railroads, and square for caution; and location or information signs are square or rectangular, depending on the length of the message. The sign should be large enough so the driver can read it from the vehicle while driving at normal speed.

b. Signs will normally be black letters on a white background. Route signs will normally be placed 100 to 300 feet before major crossings and turns in the combat and communications zone where a route leads from a major to a minor road, and at staggered crossings to give assurance of route designation and

direction. Additional signs may be placed at the point of change, and a "reassuring" sign may be placed 50 to 60 yards after the point of change. Information signs posted to indicate location of units, headquarters, installations, depots, traffic regulating, and control points are placed on main and lateral routes at the entrance to such installations and from 100 to 150 yards before the entrance. Road junctions and crossroads should not be cluttered with unit or similar signs.

c. Signs in the combat zone are normally 17" by 17", except where a larger sign is authorized by the area commander and are placed on the right side of the road facing and clearly visible to approaching traffic. (See par. 73.) Illuminated signs are used where necessary. Reflector signs are posted with their upper edge 2 feet above the ground so they may be illuminated by blackout headlamps.

d. In zone of interior and in the communications zone, signs near hazards and installations are placed where they will be most effective as warnings and where they can be seen easily by drivers. In rural areas signs are placed so that the center is 42 inches above the road surface and 6 to 10 feet from the edge of the roadway. In urban areas the center of the sign should be 8 feet above the surface and 1 foot to the right of the curb. "Stop" signs are posted 25 feet before the point where traffic should stop. Speed signs are posted at each end of, and at intervals within, the restricted speed zone. "One-way" signs are posted at exits and intervening entrances to one-way streets and roads. "No parking" signs are posted where the restriction applies. Warning signs are usually posted approximately 150 feet from the haz-

ard, but the distance varies with the type of road. "Hill" signs, warning of a steep down-grade, are posted at the crest of hills. Railroad crossing signs are posted 15 feet from the nearest track, and also, as an additional warning, approximately 150 feet from the nearest track. Signs designating bridge capacity are posted on or near the bridge approach. "Road closed" signs are posted at designated detour points. Route signs are posted at intersections and at intervals along the route. Location, direction, or destination signs are posted as required by the terrain and roadnet.

e. Signs should be checked frequently after they are posted, and maintained in a legible condition. Obsolete signs should be promptly removed. When temporarily not in effect, signs should be removed or covered.

93.4 PREVENTION OF ENEMY INTERFERENCE.

a. Every precaution is taken in theaters of operations against enemy interference with traffic control operations. Examples of enemy interference are the dissemination of false orders, the posting of men disguised as friendly traffic control personnel, removing road signs or replacing them with misleading ones, and capturing or killing traffic control personnel. When supervision is thorough, the enemy's opportunity to cause confusion and disorganization is materially decreased.

b. The following are among measures employed to prevent enemy interference:

(1) All orders, instructions, and information circulated within the traffic control organization are authenticated by use of a code word.

(2) Personnel equipped with telephone or radio communication report at prearranged intervals; failures to report are promptly investigated.

(3) Frequent checks are made to determine that personnel are at their assigned posts and functioning properly.

(4) Patrols and key control points are provided with weapons for effective defense against enemy raiding parties. Men are posted in pairs or groups so that one man may cover the other, take his place if he becomes a casualty, or get away and report to higher authority if strong enemy interference is encountered.

(5) Personnel, particularly patrols, are instructed to investigate and report any suspicious circumstances.

(6) The greatest possible uniformity in the execution of control technique is developed, so that any suspicious variation in method is readily apparent.

Section IV. TRAFFIC CONTROL TECHNIQUES

93.5. ASSIGNMENT OF PERSONNEL. The detailed assignment of personnel is worked out in the planning phase from information secured from the traffic circulation plan, from traffic headquarters, or from reconnaissance. It varies from providing an escort for a column to establishing area control involving intersection and defile regulation, patrols and escorts. When an area control system is effected, careful planning is essential to assure proper assignments, adequate supervision, and close coordination, so that all personnel will function as an effective team. It is often desirable to provide for decentralized supervision by officers or noncommissioned offi-

cers through the establishment of subareas of control. If subareas are designated, personnel are assigned to the military police commander of the subarea for specific assignment within his area.

93.6. INSTRUCTIONS TO PERSONNEL. a. Necessary instructions must be issued to all traffic control personnel. Military police function to a large extent independently under broad supervision. Proper instructions increase the interest of the individual, encourage better quality of performance, permit him to furnish correct information, and increase his ability to use sound judgment in difficult situations.

b. Instructions to traffic control personnel include the following: The general situation and the relation of their assignment to it; essential features of the traffic plan; and their specific duties and the reasons therefor. Instructions and information may be conveyed by verbal or written orders and by circulation maps, and special regulations. When detailed instructions cannot be issued in advance, they are circulated as rapidly as possible by messenger or patrols.

c. Instructions must be as simple as is consistent with the requirements of the situation. Each man must be briefed as to his specific duties, and must be given information as is necessary for the proper performance of his duties. As far as practicable, instructions may be given verbally, by radio or by telephone. The circulation of written orders, operations maps and overlays should be kept to a minimum in forward areas, and military police should be instructed thoroughly in methods of disposing of written documents.

d. General guides for the conduct of military police in road traffic control duty may be issued as follows:

- (1) Observe and report road deterioration.
- (2) Observe and report violations of routing regulations.
- (3) Observe and report movement ahead or behind schedules.
- (4) Note bumper markings, or unit identification symbols, so that straggler vehicles or vehicles separated from their units may be properly directed.
- (5) Correct and report traffic violations.
- (6) Check route marker signs.
- (7) Be and act alert and maintain self-control.
- (8) Execute signals in a precise manner.
- (9) Give information and assistance in a positive and willing manner.
- (10) Know the area and the location of units and installations.
- (11) Know the bypasses and turnabouts in the area.
- (12) Know the location of adjacent traffic control posts.
- (13) When in doubt check with the immediate commanding officer.

93.7. SUPERVISION. a. Objectives. (1) Supervision seeks to insure that—

- (a) All personnel understand their duties.
- (b) All missions are properly performed.
- (c) Correct control techniques are employed.
- (d) Emergency situations are promptly and effectively dealt with.
- (e) Any necessary changes and improvements in procedure are made.

(f) Proper coordination exists with other closely related units.

(2) An important function of supervision is to observe conditions or practices which adversely affect the efficiency of traffic movements. All such conditions are reported through channels to the appropriate commander.

b. Direct supervision. Officers and noncommissioned officers are assigned to patrol the road net and are stationed at critical points to provide direct supervision during operations. They take charge in critical situations when necessary.

c. Liaison. Good supervision requires maintenance of close liaison with the unit engineer and traffic headquarters to assure that traffic control and road maintenance work are properly coordinated. (See par. 93.2d.)

93.8. DIRECTION OF FLOW. **a.** When military police regulate the flow of individual vehicles rather than column movements, they alternate the directions of flow of conflicting streams in accordance with the capacity and type of the intersection, the volume of traffic, and the principles of flow regulation. The plan for control of traffic in any intersection must be capable of modification as changes occur in the volume and direction of traffic movement.

b. Military police determine the best means of alternating traffic flow to provide the least delay, congestion, and hazard at his intersection. They decide which directions of flow will be permitted to move simultaneously.

c. The simplest and most commonly used plan for controlling traffic in an intersection is the alternat-

ing of movement of crossing streams of traffic, with both right and left turns allowed from moving stream. (See fig. 21.) Vehicles desiring to make left turns are filtered through gaps in the conflicting stream of through traffic. (See fig. 22.) Frequently, traffic can be blended into gaps in moving streams (fig. 22), or allowed to proceed through gaps in moving streams (fig. 22), provided no conflict occurs. When turning movements are heavy and interfere with the flow of through traffic, left-turn traffic may be held until conflicting through

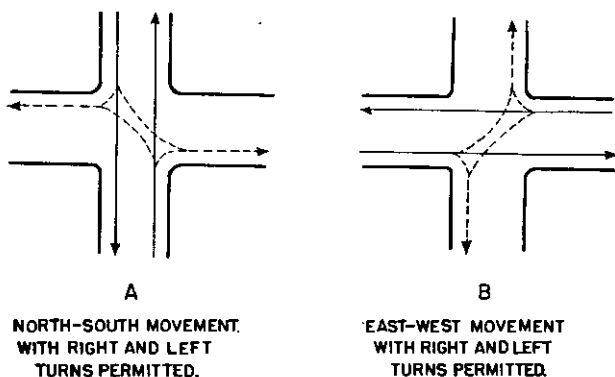


Figure 21. Example of simple two-phase flow.

traffic is stopped, provided adequate space is available for one lane of halted traffic. (See fig. 23.) Right turns may also be permitted when they do not interfere with other traffic. (See fig. 23.)

93.9. DURATION OF FLOW. a. A flow phase is a nonconflicting movement of traffic through a point. Military police must determine the length of time each flow phase is allowed to continue. Since traffic does not approach an intersection uniformly, fixed

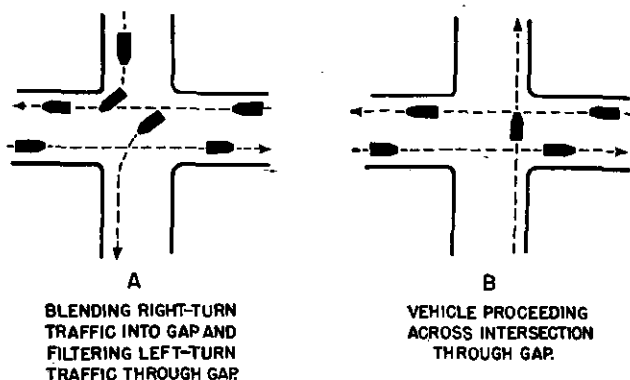


Figure 22. Filtering vehicles through gaps in conflicting streams of traffic.

time allotments are not made to individual flow phases; the lengths of flow phases are varied to meet momentary requirements.

b. The flow cycle (the complete sequence of phase movements through the intersection) usually averages 40 to 60 seconds in length. A longer cycle will

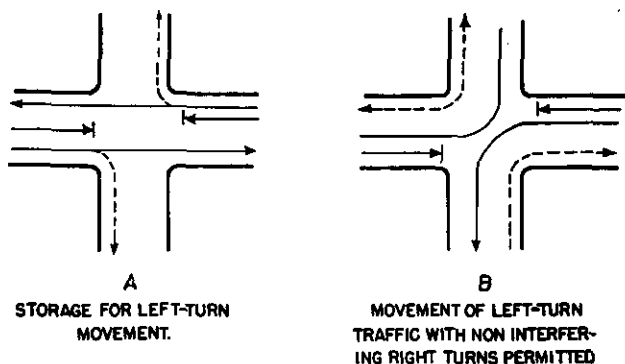


Figure 23. Method of handling turning movements, provided adequate space is available.

often cause long lines of traffic to be held up and may block adjacent intersections. Since the length of the cycle increases with an increase in the number of phases, the least practicable number of phases is used. Phases contained in flow cycles for the various type intersections are shown in figures 24, 25, 26, 27, and 28.

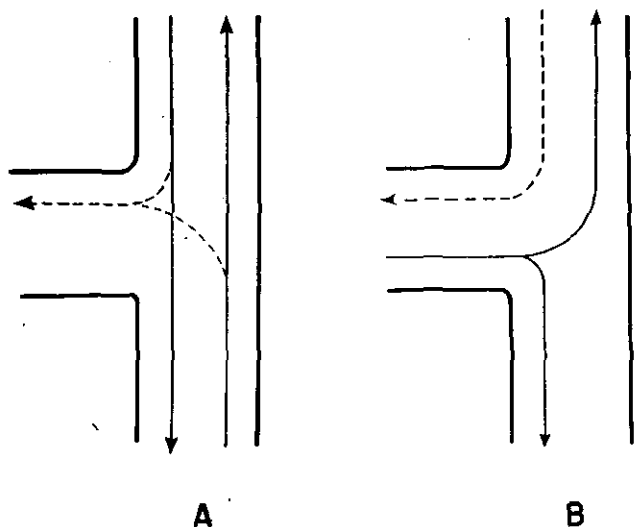


Figure 24. Two-phase cycle at T-intersection.

c. The time allotted to each phase within a cycle should be in proportion to the volume of traffic in each approaching stream. A phase normally continues for 25 to 30 seconds, but may vary as conditions require. Turning phases are shorter than through-movement phases. Phases that are too short require needless stopping and starting, and the time thus lost seriously reduces the capacity of the intersection.

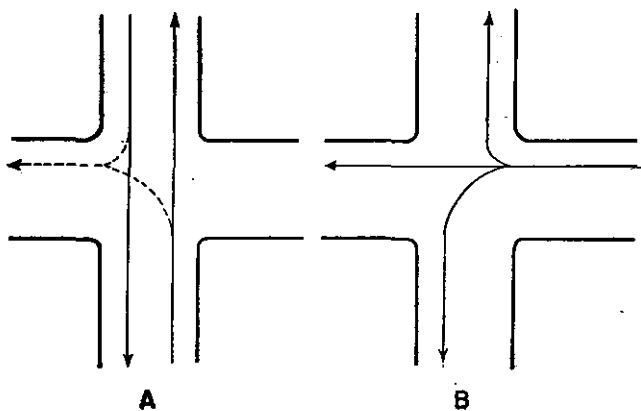


Figure 25. Two-phase cycle, intersection with one-way street.

d. The military policeman must be sure that the roadway beyond his intersection can accommodate all traffic which he allows to move in that direction. As long as he keeps his intersection clear, he is able to move traffic through the intersection, even though the

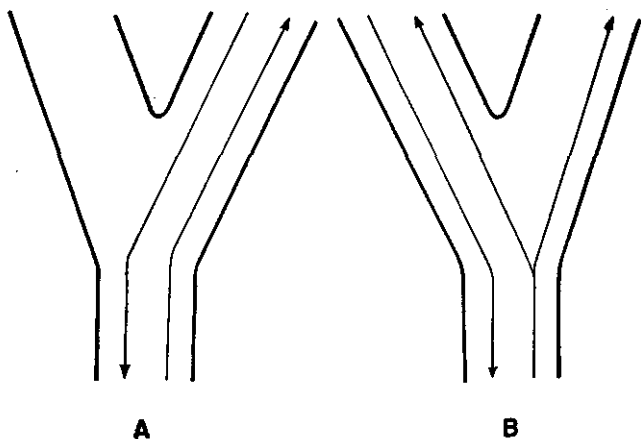


Figure 26. Two-phase cycle at Y-intersection.

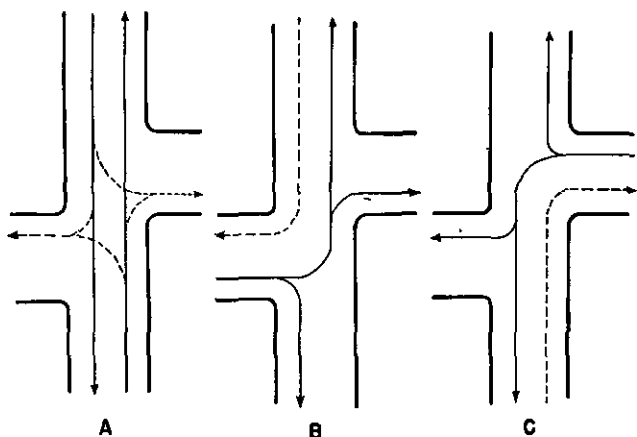


Figure 27. Three-phase cycle at offset intersection.

road in one direction may be congested. He makes use of gaps to stop moving streams and start cross traffic. It is frequently advisable to stop traffic after a heavy vehicle passes, to avoid delaying other traffic while waiting for a slow-moving vehicle to start. The direction of flow may also be changed when a vehicle stalls or when a driver asks the military policeman for information.

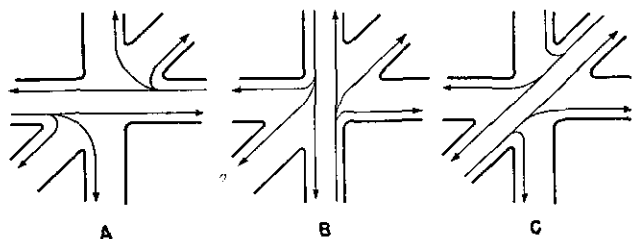


Figure 28. Three-phase cycle at complex intersection, with left turns prohibited.

93.10. PEDESTRIAN CONTROL. a. Most serious conflicts between vehicles and pedestrians occur while vehicles are making turns. If either the volume of pedestrian traffic or the turning movement is unusually heavy, it may be desirable to include special phases during which turns are prohibited and pedestrians allowed to cross.

b. Right-of-way rules applicable to vehicular traffic also apply to movement of foot troops. Columns moving on road shoulders may be allowed to cross individually through gaps in vehicular traffic, or may be stopped briefly until the flow phase is changed. Troops marching in close formation may either be allowed a special phase in which to cross, or if the column is too long, allowed to cross by platoon or company with conflicting traffic crossing through gaps. To provide minimum interference with the flow of traffic, a foot column crossing a heavily traveled road may be directed to cross by a flank movement.

93.11. EMERGENCY VEHICLES. a. When an authorized emergency vehicle approaches an intersection and gives proper warning that it is making an emergency run, the military policeman stationed at the intersection assures its safe passage with minimum delay. He must act quickly, decisively, and correctly. He must keep calm and give his signals clearly so they will not be misunderstood.

b. As the emergency vehicle approaches, all traffic is stopped except that which would block the path of the emergency vehicle. Interfering traffic is moved quickly out of the way. The military policeman watches to see whether the driver intends to turn, and clears the path for a turn if required.

When clear passage is provided, the driver is given the appropriate "Go" or "Turn" signal. If two emergency vehicles approach an intersection at once, the one which would have the most trouble stopping or which has the clearest path is given priority, and the other given a definite "Stop" signal. When an emergency vehicle has passed, the military policeman sees that no other emergency vehicle is following before starting traffic again.

93.12. TRAFFIC JAMS. a. Military police seek to prevent traffic jams by anticipating causes and taking preventive action before jams occur. They provide full use of road width by directing vehicles into proper lanes. In this manner two streams can frequently be moved simultaneously in the same direction, or vehicles waiting to turn left can be kept from blocking through traffic. When practicable, the military police cause left turns to be made to the left of the center of the intersection. This provides easier turning and permits opposing turns to be made simultaneously. A driver requesting information is instructed to halt his vehicle off the roadway if the vehicle would interfere with traffic movement. Drivers may be required to approach military police on foot if traffic control requirements do not permit the military police to leave their posts. Military police must coordinate movements through intersections with movements through adjacent intersections so that, so far as possible, traffic conditions at no intersection will cause congestion at any other, and so that drivers will not be obliged to stop at any intersection.

b. If a jam occurs, military police immediately stop conflicting traffic, and caution all drivers not to move until directed to do so. They determine which

vehicle has caused the jam, and provide for its movement by moving one or more vehicles off the road or having vehicles back up or close up. Vehicles or streams of traffic are moved as space becomes available, until the congestion has been relieved.

93.13. BRIDGE CONTROL. Frequently, regulation will be required at bridges, particularly when the bridge is narrow or capable of supporting only a limited weight. Usually, this regulation is the responsibility of the engineers, who may or may not be assisted by the military police. When the commanding officer so directs, all bridges in zone of operations are posted with their capacity in tons.

a. Bridge guards normally are not employed for control of traffic over bridges the loss of which would not seriously affect traffic circulation. Signs are posted giving the capacity of such bridges, and it is the driver's responsibility to determine whether or not his vehicle can cross safely by comparing the weight class of his vehicle with that of the bridge.

b. Important bridges, whose destruction or damage would seriously affect traffic circulation, and which might be damaged by improper use, are usually guarded by engineer personnel. Where traffic is light and turn-arounds are available near the ends of the bridge, a single guard for a short bridge or a guard at each end of a long bridge may be adequate. The guards should examine all vehicles attempting to use the bridge and turn back all those which might damage it. Where traffic is heavy, guards may be employed at the bridge to insure that vehicles cross at prescribed speed and interval, but other guards to turn back unsuitable vehicles should be posted in the vicinity of the road intersections nearest the ends

of the bridge. Traffic parks should be established where vehicles can be examined and drivers instructed. It is very important that vehicles turned back be properly rerouted. Whenever possible, military police should be posted to handle traffic at such locations. (See FM 5-6 and 5-10.)

93.14. POSITION IN INTERSECTION. a. The position taken by the military policeman in an intersection is determined by such factors as the design of the intersection, traffic characteristics, whether daylight or blackout conditions exist, and the degree of control required. The military policeman should be where he—

- (1) Can see approaching traffic.
- (2) Can be seen by approaching traffic.
- (3) Is out of the way of moving vehicles.

b. The normal position of the military police is in the center of the intersection. (See fig. 29.) At times the military policeman must move about to avoid interfering with traffic flow. When traffic movement is particularly fast, and during controls of low visibility, special precautions should be taken to insure that the military policeman is visible to approaching traffic, that he does not interfere with traffic flow, and that he is in a safe place. He must at all times be able to see and control traffic; otherwise, he is of no value in the intersection. At intersections where more than one man is required for control, each man is placed to handle his stream of traffic in the most effective manner.

c. At a normal four-way intersection, the military policeman faces one stream of stopped traffic so that an imaginary line through both ankles is parallel to

the direction of flow of streams of moving traffic. (See fig. 30.) Similar positions are taken at other type intersections. Feet are placed in a "parade rest" position, and weight is distributed equally on both feet. The body is erect but relaxed, to permit free movement and prevent undue fatigue. Hands are at sides when not signaling. Movement are made in a military but natural manner. No attempt is made to make facings as in close order drill.

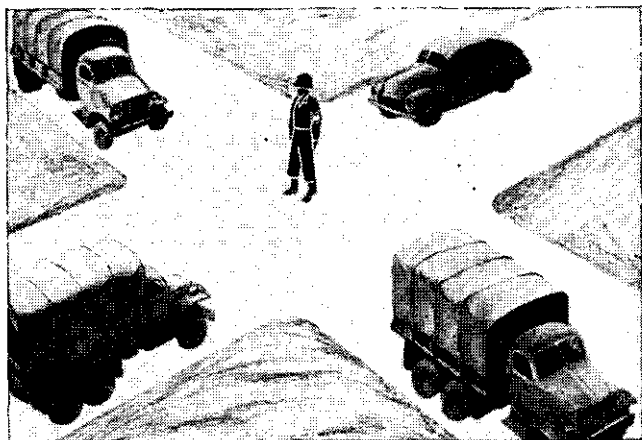


Figure 29. Normal position of military policeman in intersection.

93.15. DAYLIGHT MANUAL SIGNALS. a. Manual signals are standardized to prevent misunderstanding by drivers. They must be given clearly, correctly, and decisively. As their primary purpose is to convey information from the military policeman to the driver, clarity must not be sacrificed in an attempt to make the signals mechanical.

b. Only such signals are given as are necessary to prevent conflict. Over-regulation reduces traffic effi-

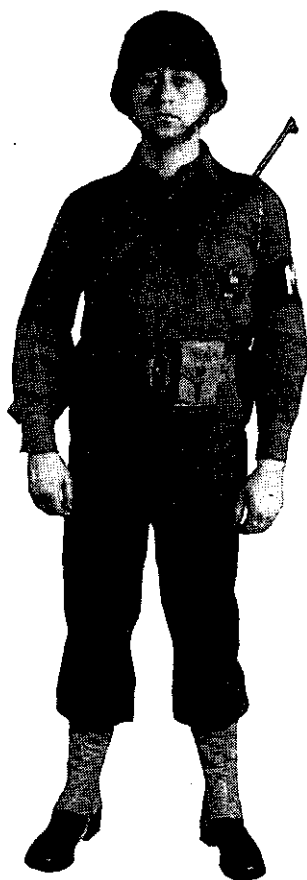


Figure 30. Close-up of military policeman in figure 29.

ciency and is fatiguing to control personnel. If traffic becomes so light that regulation is unnecessary, the military policeman leaves the intersection until his presence is again required.

c. When giving a signal, the military policeman looks toward the vehicle or vehicles for which the signal is intended. Only one signal is given at a time. He checks to see that his signal has been recognized and understood, and holds or repeats it if necessary. He observes in all directions to see that no vehicle approaches without his knowledge. Where two or more men are posted in an intersection, one man decides on all changes of flow phases and gives appropriate signals. Other men base their actions upon his signals.

d. Verbal directions are given only when the person is close enough to hear and when manual signals will not convey the necessary information, as in the case of a person requesting route information. Whistle signals are used to indicate change in flow direction and to attract the attention of a driver about to commit a violation or not complying with directions. A single blast of the whistle is used when stopping and starting traffic. Quick, short blasts are used to attract a driver's attention, after which necessary manual signals or verbal instructions are given.

e. Manual signals to pedestrians are similar to signals to drivers, but are modified to minimize movement of hands and arms. Pointing at pedestrians before giving signals will prevent misinterpretation by drivers.

93.16. "STOP" SIGNAL. a. To signal a vehicle or stream of traffic to stop, the military policeman ex-

tends his arm toward the vehicle for which the signal is intended, the upper arm raised to an angle of 45° above the horizontal, the elbow crooked slightly so that the forearm extends upward at a slight additional angle, and the hand vertical with fingers together and palm toward approaching traffic. This hand is higher than the head, and clearly visible to approaching traffic. (See figs. 31, 32, and 33.) To signal traffic approaching from the rear to stop, the military policeman twists toward the rear, holding his feet stationary. (See fig. 34.)

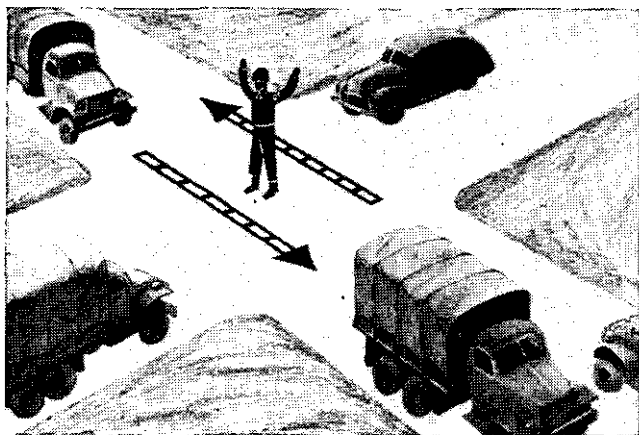


Figure 31. Signaling traffic approaching from the right and left to stop.

b. The "Stop" signal is given in sufficient time that approaching vehicles can stop slowly. The signal may be repeated to a stream which is already stopped when necessary to indicate that it is to remain stopped.

c. To prevent confusion, it is frequently advisable to point to the last vehicle which is to keep going and



Figure 32. Close-up of military policeman in figure 31.



Figure 33. Signaling traffic approaching from the front to stop.

repeat the "Go" signal, then point to the first vehicle which is to stop and give the "Stop" signal.

93.17. "GO" SIGNAL. a. The hand nearest a stream of traffic is used to signal that stream to "Go." The signal is started either from the "Stop" position, or if not preceded by a "Stop" signal, the hand and

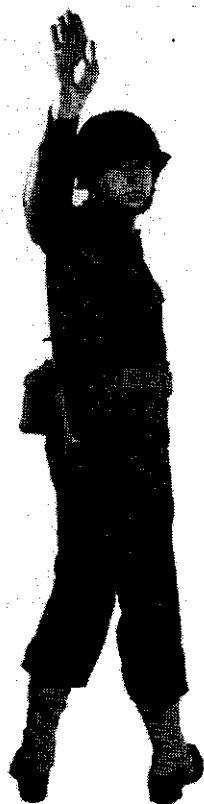


Figure 34. Signaling traffic approaching from the rear to stop.



Figure 35. Original position in signaling traffic to go.



Figure 35.1. Final position in signaling traffic approaching from the right to go.



Figure 35.2. Final position in signaling traffic approaching from the left to go.

arm are first pointed horizontally with fingers extended toward the stream for which the signal is intended. The upper arm is either lowered to or maintained in a horizontal position, the forearm and hand at the same time describing a vertical arc. If traffic is to pass in front of the military policeman, the hand is brought to a final position directly in front of the nearest shoulder. (See figs. 35 and 35.1.) If traffic is to pass in rear of him, the hand is brought to a final position directly to the side of the nearest ear. (See fig. 35.2.)

b. The "Go" signal may be repeated rapidly several times to speed up sluggish traffic, but otherwise is not repeated while a stream is moving, except to indicate that flow is to continue after a break between vehicles. Unnecessary repetition of the "Go" signal may be interpreted as a "Faster" signal, causing excessive speed through the intersection.

c. At a change of flow direction, the military policeman first stops each stream of moving traffic, holding the "Stop" position at it is executed with each hand. When he sees that approaching traffic is stopping and that the intersection is clear, he turns 90°, keeping both hands in the "Stop" position, and from the new position gives the "Go" signal to streams to his right and left.

93.18. TURN SIGNALS. Permissible turns are indicated by pointing, with the arm and hand horizontal and fingers extended, at the vehicle which is to make the turn, relaxing the arm and allowing the elbow to bend slightly and then swinging the arm and hand horizontally until it points in the direction the vehicle is to proceed upon completion of the turn.

While giving the signal, the military policeman looks toward the vehicle which is to turn. The arm nearer the approaching vehicle is used to indicate the turn; the other arm, when necessary, is used to stop other traffic. (See figs. 35.3 and 35.4.) When the vehicle is to turn to the rear of the military policeman, the legs and body are twisted to complete the signal to the rear, the feet being kept stationary. (See fig. 35.5.) The military policeman must be alert to re-

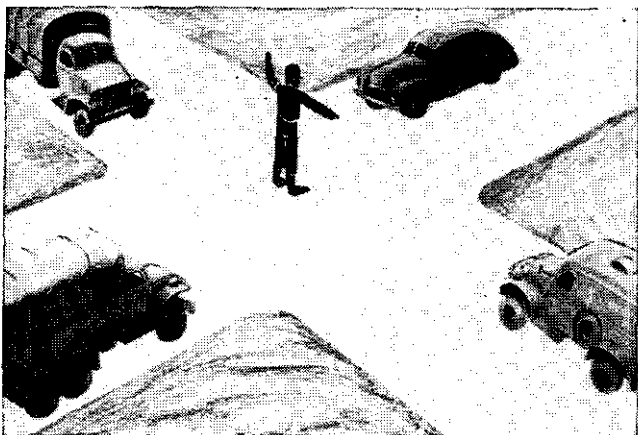


Figure 35.3. Signaling traffic on the right to make a right turn, keeping traffic on the left halted.

ceive drivers' signals indicating desired turns. If a driver wishes to make a prohibited turn, the military policeman shakes his head "No," using his whistle to attract the driver's attention if necessary, and indicates by appropriate arm signal whether the vehicle is to proceed straight through the intersection or stop until signaled to turn.

93.19. NIGHT MANUAL SIGNALS. a. Using reflectorized baton. (1) The reflectorized baton is

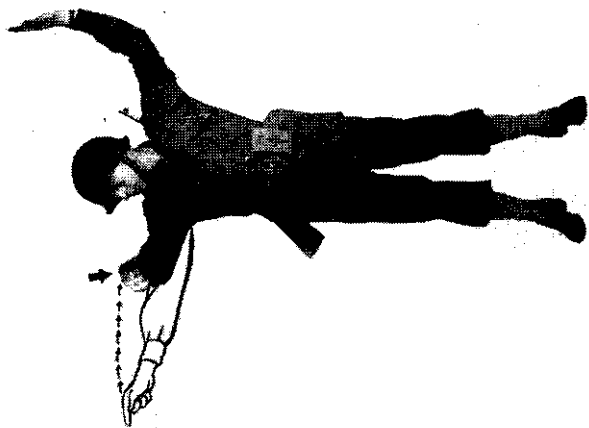


Figure 35.4. Close-up of military policeman in figure 35.3.

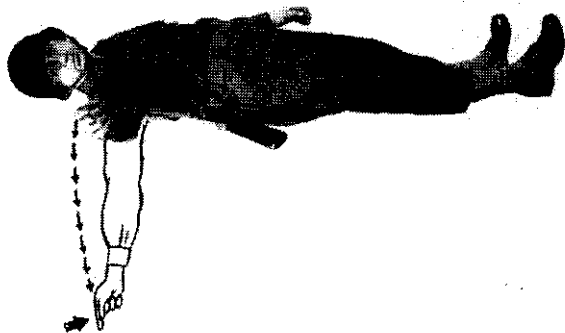


Figure 35.5. Signaling traffic on the right to make a left turn.

suitable for giving manual signals under both ordinary night and blackout conditions. Under normal night conditions, the bulb in the baton is not turned on; the amber reflector buttons reflect light from the headlights of the vehicles. The bulb is used to illuminate the baton when signals are given during blackout; the light is extinguished except while a signal is actually being given. The principles and procedure for daylight signaling are followed at night, with such modifications as necessary. Night signals are given slowly and deliberately, frequently repeated and exaggerated, so that they will be understood. Brief pauses are made at the beginning and end of each signal. Careless movements of the baton must be avoided. It must be borne in mind that drivers approaching from several directions can see the baton. Distinct signals must be given to each stream, and care exercised to keep one stream from obeying a signal intended for another.

(2) It is usually desirable to keep the baton in one hand. The military policeman may reach across the body to execute baton signals which would in daylight be executed with the other hand. However, movements must be accurate and precise.

(3) To execute the night "Stop" signal, the baton is held upright in front of the face. The base is held in a fixed position and the illuminated extension is swung several times to an angle of 45° each way in a vertical arc at right angles to the path of the approaching vehicle or stream. (See figs. 35.6 and 35.7.) The night "Go" signal is executed in the same manner as the daylight "Go" signal, by first pointing the baton at the stream of vehicle for which the signal is intended, and executing a vertical arc, with the



Figure 35.6. Signaling traffic approaching from the front to stop.

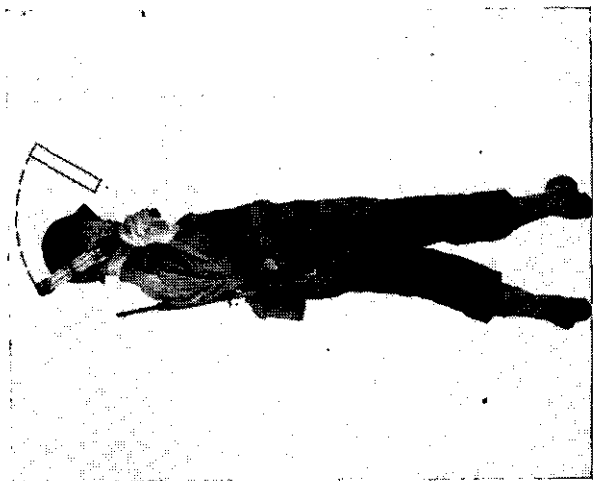


Figure 35.7. Signaling traffic approaching from the rear to stop.



Figure 35.8. Signaling traffic approaching from the right to go.



Figure 35.9. Signaling traffic approaching from the left to make a left turn.

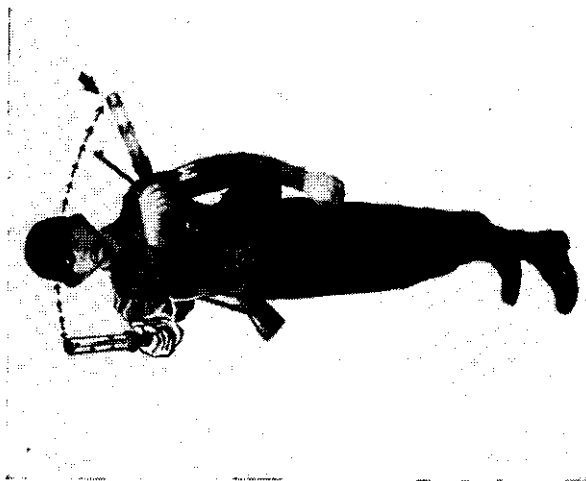


Figure 35.10. Signaling traffic approaching from the left to make a right turn.

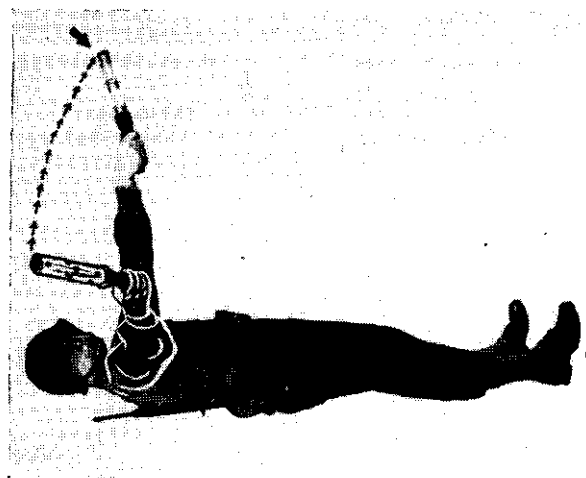


Figure 35.11. Signaling traffic approaching from the right to make a right turn.

baton ending in the position assumed in the daylight signal. (See fig. 35.8.) Care must be exercised not to point the baton directly at the vehicle or stream, nor to drop the illuminated portion behind the arm as the signal is completed, thereby blocking part of the signal from the driver's vision. Night "Turn" signals are executed in the same manner as daylight turn signals. (See figs. 35.9 through 35.12.) As in the case of the "Go" signal, the baton must not be pointed directly at the vehicle or stream.



Figure 35.12. Signaling traffic approaching from the right to make a left turn.

b. Using ordinary flashlight. Where reflectorized batons are not available, an ordinary flashlight may be used with or without appropriate colored disks. The light is "aimed" toward each traffic stream when signals are given, care being taken not to elevate it above horizontal, or to shine it toward traffic other than that for which the signal is intended. The military policeman faces the traffic for which the signal

is intended. To signal "Stop," the light is moved horizontally back and forth several times across the path of approaching traffic. (See fig. 35.13.) To signal "Go," the light is moved several times vertically in line with the course of approaching traffic. (See fig. 35.14.) It may be necessary to give the signal to each vehicle as it approaches. To indicate a turn, the light is rotated in a vertical plane, describing a circle 12 to 18 inches in diameter. (See fig. 35.15.) The direction of rotation indicates direction of the turn, a clockwise movement (from the military policeman) for a left turn, and a counterclockwise movement for a right turn.

93.20. ORGANIZATIONAL CONTROL TECHNIQUES. a. Organizational personnel, or military police assigned the specific mission of guiding and protecting vehicles or a column from interference by other traffic, are normally termed traffic escorts. An escort may vary in size from a few men with individual vehicles, who precede and follow a column, to a large number furnished with individual transportation or carried in a few large vehicles. The number of personnel required depends upon the expected amount of conflict with other traffic, the length and speed of the column. For the mission and duties of traffic escorts see paragraph 83.

b. **Posting escort personnel.** Escort personnel are posted by one of the following methods:

(1) *"Leap-frog" method.* Each individual of the escort detail is provided with transportation, usually a motorcycle or light truck. Members of the escort move ahead of the column and take posts at successive points along the route where control is required. As soon as the tail of the column passes a man, he

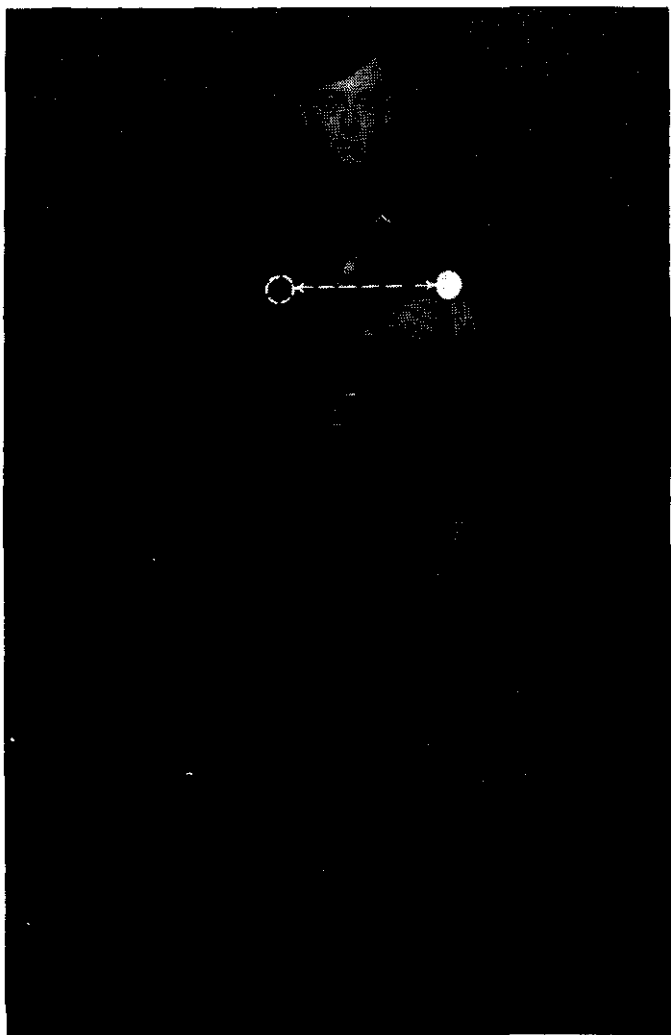


Figure 35.13. "Stop" signal, using ordinary flashlight.

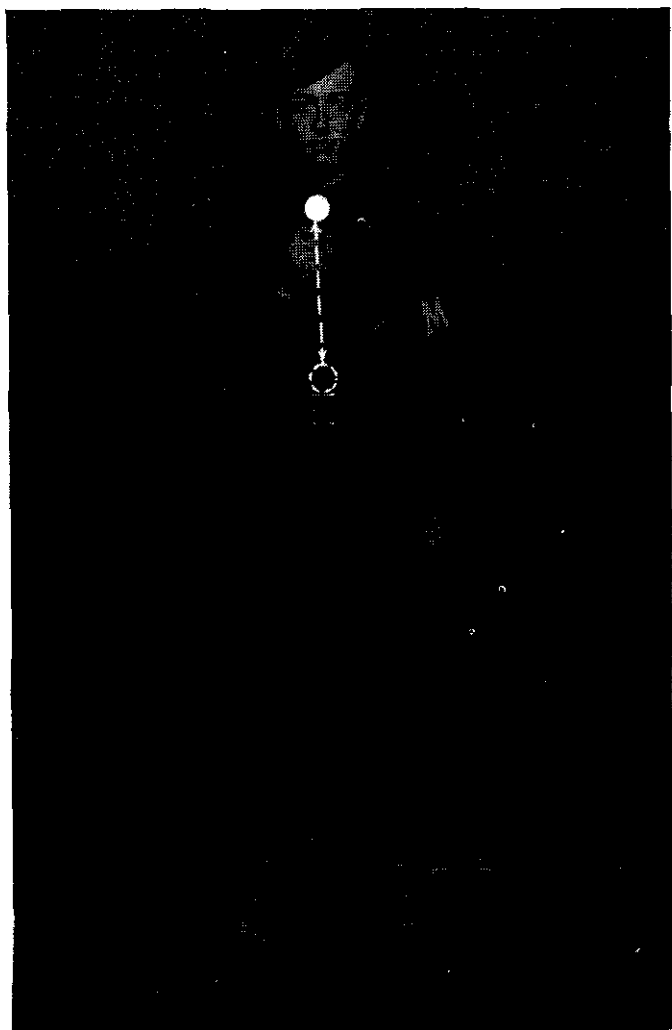
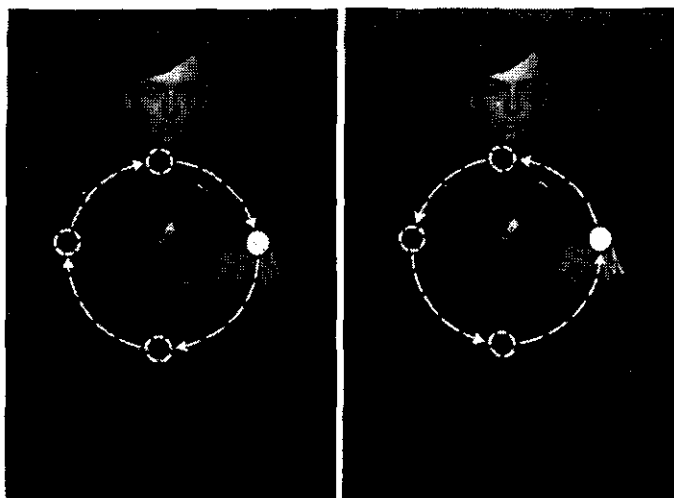


Figure 35.14. "Go" signal, using ordinary flashlight.

leaves his point, overtakes and passes the column, preferably while it is halted, and moves ahead to take post at the first point requiring control beyond the next preceding member of the escort detail. Each other man in turn follows this procedure, so that members of the escort are continually "leap-frogging" the column until the movement is completed. The "leap-frog" method requires a mini-



① *Right turn.*

② *Left turn.*

Figure 35.15. "Turn" signal, using ordinary flashlight.

imum of personnel, but its use may be prevented by lack of proper vehicles. This method has the disadvantages of being difficult and very hazardous, because of the necessity of passing a column at high speed against opposing traffic.

(2) *"Empty-truck" method.* If escort requirements are fairly simple, well established in advance, and sufficient men are available, the "empty-truck"

method is preferable. The escort moves out ahead of the column in large vehicles, each vehicle except the first carrying one less man than its capacity. The escort commander proceeds in the lead vehicle, which carries only him, the driver, and one additional man. When the first control point is reached, this vehicle is parked and the additional man is posted. The escort commander mounts the second vehicle and, followed by the others, proceeds to the next control point, where a man is placed. Other men in this vehicle are successively posted, the driver parking his vehicle and waiting at the last post. The commander then mounts the third vehicle and repeats the process with this and succeeding vehicles until all personnel are posted. Each man is fully instructed in his duties either before or when he is posted. In addition, each man is given a number as he is posted, the numbers being assigned consecutively beginning with the first man posted. The driver of each vehicle falls in behind the column and picks up control personnel until his vehicle is filled. He checks the number of each man as he is picked up, to insure that every man is collected. If a discrepancy in numbers is discovered, the driver can quickly find the missing man. As each truck is filled it either follows the column or, if the men are needed ahead, passes the column during a halt, so that the men can again be posted ahead of the column. Each driver in the escort detail should have a strip map of the route of march.

(3) *Advance escort method.* If escort personnel is inadequate or if anticipated interference by other traffic is not sufficient to warrant posting escort personnel, an advance escort of one or more men may be used. It precedes the column, halts at each point

of conflict, and stops conflicting traffic as the column approaches. When the column arrives at the point, the escort precedes it to the next point of interference. This system is practicable only when the column is short and the vehicles sufficiently close together to prevent traffic which has been halted from attempting to pass through it.

93.21. MILITARY POLICE MOTORCYCLISTS. a. Military police motorcyclists must be thoroughly familiar with traffic control principles and must be proficient in the care and operation of the motorcycles. In the discharge of their duties they must demonstrate the tact and control characteristic of a well trained military policeman, and must through their bearing and conduct seek to eliminate irritation and thereby win readier obedience on the part of the drivers.

b. Motorcyclists escorting convoys will familiarize themselves with the route to be followed and with the regulations for column control.

c. When working in pairs in escorting convoys, motorcyclists normally precede the column, taking posts at successive points along the route where control is required. As soon as the tail of the column has cleared, the cyclist at such station passes the column and proceeds to take post at the first control point beyond the leading member of the escort detailed. Each man in turn follows this procedure so that members of the detail are continually "leap-frogging" the column, so long as such control is necessary.

d. Military police motorcyclists ride with an erect back, sitting fully in the saddle, and with knees pressing against the gas tanks of the machine. This not

only makes for a better military appearance, but is an important safety measure, preventing possible broken legs or hips in the event of an accident. Rapid acceleration in first and second gears, and other unauthorized practices will not be tolerated. As a safety measure to prevent collisions, military police motorcyclists patrolling roads maintain an interval of at least 100 yards, and do not ride abreast. Crash helmets when worn will be fastened securely.

93.22. ENFORCEMENT. . a. The efficiency of traffic circulation, as shown by the elimination of accidents, interference, and congestion, depends upon the degree to which all personnel comply with traffic regulations and directions. Compliance is gained to a large degree by driver training, but must be supplemented by enforcement of regulations and orders by military police.

b. Enforcement of traffic regulations must be administered in a common sense manner so as not to restrict the free circulation of traffic. Attention should first be given to violations which actually or potentially threaten the greatest interference with traffic, and second, to minor violations that do not constitute traffic hazards.

93.23. TYPES OF ENFORCEMENT. The two types of enforcement, preventive and disciplinary, have the objective of preventing violations, but the application is different.

a. **Preventive.** Through alert regulation by conspicuously posted military police, preventive enforcement seeks to prevent the commission of unlawful acts, such as double-banking, improper parking, or driving in the wrong direction on a one-way street.

Preventive enforcement is given primary consideration, particularly in critical situations where free movement is essential. It offers a minimum of interference with operations, requires a minimum of work by military police, and provides maximum effectiveness.

b. Disciplinary. Disciplinary enforcement consists principally of issuing written warnings, or initiating violation reports, when drivers disobey traffic regulations and orders. It may also include physical arrest when the violation warrants. Its purpose is to deter future violations by causing offenders to be punished. It is not used as a primary means of enforcement, but rather to supplement preventive enforcement, driver training, and other measures.

93.24. VIOLATION REPORTS. **a.** Traffic violations which are serious enough to warrant disciplinary action are reported on prescribed forms. Drivers who violate regulations are normally stopped, informed of the regulation they have violated, and a report is prepared by the military policeman at that time. A vehicle is not stopped on a road where it will interfere with traffic. The military policeman directs the violator to a place where the vehicles can be pulled off to the side of the road. Where this is impracticable, or where the military policeman is unable to leave his post, a report is made of the organization and number of the vehicle, its direction of travel and load, the time and location, and any other information which may aid in identifying the driver.

b. In areas where military police do not have jurisdiction over civilians, instructive warnings and preventive enforcement are normally used in dealing with civilian traffic. Serious violations are reported

by the provost marshal to appropriate civil authorities. In zone of interior, civil authorities may work with the military police in controlling traffic during troop movements.

c. In areas under the military police jurisdiction, civilian violators are handled according to orders of the commanding officers. For the forms and disposition of reports, see TM 19-250.

93.25. SELECTIVITY. A study of records of accidents, congestion, and violations in an area will show which violations are most common, and the times and places at which they most frequently occur. Records will also show which drivers are repeated violators. From this information, selective assignments of military police may be made.

93.26. ENFORCEMENT TECHNIQUE. a. Military police must be carefully instructed in general and local enforcement policies, and regulations and orders which they enforce.

b. A military policeman observing a violation must promptly decide the appropriate action to be taken. If the offender is arrested, the military policeman must be able to testify that a violation was committed, and to identify fully the individual who committed the act. When an arrest is made for exceeding a speed limit, the military policeman must be able to testify to the speed of the vehicle, to the speed of his own while passing and overtaking, and that his vehicle's speedometer had been checked and was accurate at the time of the violation.

c. No patrol vehicle should pursue in a reckless manner a driver committing an offense. Care must be used in stopping and approaching the vehicle of

the violator. Until it is known definitely that the occupants of the vehicle will offer no resistance, it must be assumed that they are dangerous. Military police keep themselves in an advantageous position at all times, by stopping the patrol vehicle behind the offending vehicle and approaching on foot from the rear. One military policeman proceeds to the vehicle while the other remains in the patrol car. Both are alert for any sign of resistance.

d. The military policeman informs the driver of the regulation which he has violated. He is fair and impartial, remembering that his job is to secure the facts, not to try the case.

93.27. FURNISHING INFORMATION. a. An important military police responsibility is furnishing route and location information to drivers and column commanders. Traffic control personnel should train themselves to be observant, anticipate likely questions, and be prepared to give simple, direct, and clear answers. All necessary information should be given, without nonessential facts or comments.

b. Each military policeman should have a map or sketch of the area, showing the location of important routes, installations, and units, along with his own position. With this map or sketch he should be able to show inquirers their present position in relation to their destination. Military policemen should be prepared to give the following specific information:

- (1) Location and map reference of his position.
- (2) Location and map references of neighboring control posts.
- (3) Location of local headquarters, units, and all other military installations.

(4) Location of nearest installation having wire or radio communication.

(5) Lay-out of the local roadnet.

(6) Places to which local roads lead, and distances.

(7) Detailed route information.

(8) Local rerouting of traffic.

(9) Local bridge classification.

(10) Progress of convoys.

c. If unable to answer a question, the military policeman should say so. He should, if possible, offer to secure the information or direct the inquirer to someone who should have the answer. However, he does not leave his post if it means abandoning his primary mission, which is the control of traffic at that point. If the information given is an estimate, or may be inaccurate because of changing conditions, that fact should be stated clearly.

d. If complex directions are necessary, it may be well to give the inquirer a rough sketch or note indicating the essential facts. This can often be prepared and referred to while giving verbal instructions. Points along the route where additional directions may be secured, or information checked, should be indicated.

e. In giving information the military policeman should be sure that he understands exactly what information is desired. He should also assure himself, if possible, that the inquirer is actually asking for the information he desires. A driver may, for example, ask how to reach a certain road he thinks will take him to his destination, but which actually leads elsewhere.

f. Distances, compass directions, route names or numbers, names of towns, distinctive landmarks, and

other facts should be given accurately. Inquirers should be warned of locations where they may easily become confused or lost.

g. Military police should be alert to detect enemy agents and should take precautions to assure that information which would be of value to the enemy, such as the location of traffic movements, is given only to persons entitled to receive it.

93.28. TRAFFIC ACCIDENTS IN COMBAT AREAS.

Traffic accidents occurring in division or corps areas may be regarded as combat casualties rather than as accidents in the ordinary sense, because urgency of the tactical situation usually prevents full investigation and report. Under such conditions accidents are handled by column personnel. Military police, if present, render all possible assistance, and perform such duties as:

a. Render first aid and evacuate the injured.

b. Restore normal traffic flow by clearing obstructions, removal of the injured from the roadway, and regulation of traffic flow at critical points.

c. Prepare brief reports giving location, date, time, and personnel and equipment involved. A completed report describes briefly what occurred, extent of injury to personnel and damage to property, and action taken. However, preparation of detailed accident reports under rapidly changing combat situations is not justified. Statements as to accident causes are limited to information placing responsibility on offenders, the necessity for road improvement, and recommendations for use of traffic control personnel, or control devices.

93.29. TRAFFIC ACCIDENTS IN OTHER AREAS.

Traffic accidents occurring outside combat areas should be investigated thoroughly to establish a basis for the settlement of claims and the prevention of future accidents through the correction of factors which cause accidents. Each accident is a source of information from which the following may be determined.

- a. Driver selection and training improvements.
- b. March technique and discipline improvements.
- c. Road improvements.
- d. Changes in traffic control plans and techniques.
- e. Placement of new control devices, or changes in existing devices.
- f. Changes in regulations and orders, and in their enforcement.

93.30. HANDLING OF ACCIDENTS. a. Procedure in handling a road accident depends upon its seriousness, the relative importance of restoring flow or of making a thorough investigation, whether civilians were involved, and whether civilian police, military police, or column personnel are available to handle the case. Normally column personnel handle accidents involving vehicles in a column, but military police may assist, or handle the case if no column personnel are present. In zone of interior and off military reservations, when both civilian and military police are present, an accident is usually handled jointly.

b. Detailed procedure for thorough handling and investigation of traffic accidents under nontactical conditions is as follows:

(1) *Proceed to scene quickly, but safely.* Prompt arrival is essential so that injured persons may be

given first aid, other accidents and serious traffic congestion prevented, and accident facts gathered with witnesses questioned before they leave the locality. On arrival, the military police vehicle should be parked so that it will not constitute a traffic hazard. At night, when not operating under blackout conditions, the vehicle should be placed so that its lights will aid in handling the accident.

(2) *Care for injured and protect property.* When necessary, military police render first aid and secure medical assistance. If the body of an injured person blocks traffic, vehicles should be rerouted. However, if rerouting is impossible, and if continued movement of traffic is of primary importance, the injured person should be carefully moved off the road. Suggestions and complaints from bystanders should normally be ignored. Military police should take possession of and protect property of injured persons.

(3) *Establish traffic control in vicinity.* Hazards should be reduced to a minimum by posting signs, flags, or flares, or placing personnel on approaches to the scene of the accident to warn traffic. Untrained military personnel and civilians should not be used in traffic control work if trained personnel is available. If the use of untrained military personnel or civilians cannot be avoided, selected individuals should be secured and instructed in traffic-directing methods. Persons not engaged in handling the accident should be kept off the road. Steps are taken to minimize danger from fire, explosives, or broken power lines. Traffic, if not rerouted, should be cautioned to move slowly. Although the area should be cleared as much as possible to permit traffic movement, physical evidence should not be

disturbed until facts are gathered, and measurements and photographs taken. However, if traffic cannot be rerouted and its movement is more important than gathering information, the scene is cleared before the investigation begins. In any event, normal movement of traffic should be restored as soon as possible.

(4) *Secure accident investigation facts.* All facts bearing on the case should be obtained.

(a) It is desirable that witnesses, drivers, passengers, and pedestrians involved in the accident be questioned at the scene. Injured persons who must be removed from the scene should be questioned at the hospital as soon as possible. Those involved in the accident and witnesses should be questioned individually, each out of hearing of others who have been or will be interrogated. Careful checking of each statement against those of others will disclose discrepancies or omissions in the testimony. Because of this, it is desirable that one military policeman question all persons concerned and at the conclusion of each interview, place the substance of the statement in his notebook, and ask the person interviewed to sign the report.

(b) Facts obtained at the scene should indicate the lay-out of the roadway, road widths, location of fixed objects, traffic-control devices, and view obstructions. The type and condition of the road surface should be checked, along with whether traffic-control devices, if any, were working, their visibility and condition, and the general visibility. Courses of colliding vehicles, both before and after the collision, and skid marks made by vehicles, are noted. Accurate measurements of distances should be made, and

the point of impact on the roadway carefully determined. Vehicles should be checked to determine the impact, extent of damage, and defects existing before the collision. Notes are made of all facts obtained, and photographs are taken when practicable.

(c) Military police remind drivers of military vehicles to fill out the accident report form (Standard Form 26) Driver's report—Accident—Motor Transportation at the scene, and give any necessary aid in completing the form. If a driver of a military vehicle is killed, rendered unconscious, or for any other reason is unable to make the report, the military police gather the necessary information and transmit it as soon as practicable to the driver's commanding officer.

(5) *Clear scene and complete report.* Unless vehicles are removed immediately, guards or flares are posted to prevent additional accidents pending their removal. Units normally remove their own vehicles, but if this is impractical the military police arrange for the removal. Civilians are normally required to have their own vehicles removed. Roads should be cleared of debris so that it will not damage tires of other vehicles. Physical arrests are made of military personnel if circumstances warrant; otherwise, violation reports are prepared. Military policemen, in writing an accident report, should keep in mind the importance of providing information for the investigating officer. (See AR 850-15 and TM 19-250.)

93.31. HIT AND RUN CASES. a. In "hit and run" cases, military police should immediately obtain all available identifying information. Such informa-

tion should be communicated as soon as possible to all law enforcement agencies in the area, so that a search may be started immediately.

b. All possible information bearing on the case should be obtained by examining the scene and by questioning witnesses. Noting damage caused by the "hit and run" vehicle will indicate probable damage to it, and the kind of foreign matter with which, unless removed, it will be marked. In many cases parts broken off the "hit and run" vehicle may be found. These will be helpful in locating the vehicle, and will be convincing evidence when it is found. In many cases witnesses will be able to identify both vehicle and driver.

c. Following investigation at the scene, general publicity is given the case. Such publicity may result in additional information from persons who saw the vehicle after it left the scene, and may lead to its location. In seeking to find it, a careful check should be made of motor pools and garages.

d. When found, the vehicle should be examined carefully to identify it positively. Care should be taken to determine who was driving it at the time of the accident. This is done through command channels in the case of a military vehicle. Action is coordinated with civilian authorities, if they are in control, in the case of a civilian vehicle.

e. Steps taken in solving "hit and run" cases include comparison identification of metals, rubber, glass, fabrics, paint, hair, and other substances.

APPENDIX I

GLOSSARY

Add the following terms with their explanations in proper alphabetical order :

Area control. Control of all traffic moving over a roadnet in a given area for an extended period of time.

Bottleneck. A section of traveled roadway having a greater traffic density, or a smaller traffic capacity.

Capacity. The maximum number of vehicles able to pass a given point or intersection in a given length of time.

Column. One or more march units, or serials, under one commander using the same route.

Convoy. A group of nonorganic motor vehicles temporarily organized to operate as a column.

Escort (traffic). Troops detailed to secure right-of-way over traffic of lesser importance.

Flow. The number of vehicles that pass a given point within a given period of time (for example, 500 vehicles per lane per hour).

Flow cycle. A complete sequence of different flow phases through an intersection.

Flow phase. A nonconflicting movement of traffic through an area in which the use of the space comprising the area is allocated alternately to movements from different directions.

Flow regulation. Allocation of an area to streams of traffic from different directions.

Guide. An individual who leads or directs a unit or vehicle over a predetermined route or into a selected locality.

March unit. One or more motor vehicles under a single commander organized as a part of a column, serial, or convoy.

Movement control. Routing and scheduling of personnel and supply movements in order to realize the priorities of movements established by the theater commander, and to utilize transportation facilities and equipment most effectively.

Organizational control. The control of traffic exercised by a particular unit over its own movement.

Patrols. Personnel mounted in vehicles, or on foot, traveling on a roadway or section of roadnet to control traffic.

Road traffic block. Any obstacle which delays or prevents traffic movement on a road.

Routing. Planning of movements over designated roads.

Scheduling. A time apportionment of roadway used for road traffic movements.

Serial. One or more march units placed under one commander for march purposes.

Traffic circulation plan. A plan for the regulation of road traffic movement.

Traffic conflict. The attempt by two or more vehicles to use the same space on a traveled roadway at the same time.

Traffic control (military). The operational and external control of vehicular, animal, and foot traffic movement over roadways, or in areas where vehicles move, to facilitate the safe and continuous

flow of traffic in conformity with the tactical situation and military needs.

Traffic control plan. An operational plan for the control of traffic circulation.

Traffic control post. A post established at a key point, usually near an important intersection, under the supervision of a military police officer or noncommissioned officer for the purpose of supervising the activities of a designated number of traffic posts and patrols.

Traffic jam. Any obstruction of a section of roadway by vehicles or traffic which prevents the passage of other vehicles or traffic in a specified direction.

Traffic post. A post at a critical point to exercise traffic control and record and relay information.

Traffic survey. A study of the basic characteristics of traffic behavior and the use of traffic control equipment, to obtain facts for the purpose of improving traffic control.

APPENDIX VI (Added)

EQUIPMENT

1. **TRAFFIC SIGNS.** a. A traffic sign is a device mounted on a fixed or portable support, containing words or symbols for the purpose of regulating, warning, or guiding traffic. (See fig. 55.)

b. Military traffic signs consist normally of black printing on plain white cardboard 17 inches square. The engineers are responsible for supplying signs. Military police may be provided with a "Sign Reproduction Kit." (See TB ENG 15.)

2. **TRAFFIC SIGNALS.** Red, amber, and green "stop and go" signals are used by military police controlling traffic at intersections in stabilized situations where the volume of traffic is large and conflicts are frequent. Signals are operated either mechanically or manually. Manually-operated signals require the same flow phase decisions as manual control signals.

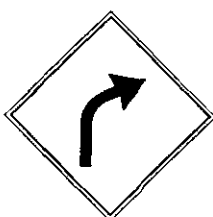
3. **SPEAKER SYSTEMS.** Public-address or loud-speaker systems are used, when available, to give verbal directions or instructions to traffic at critical points. They do not replace manual signals in controlling flow at an intersection. Such amplifying systems save time in giving instructions to individuals or groups of drivers as they pass a point. The military policeman using this system should place himself so that he is clearly visible to traffic. He points at the vehicle or group of vehicles to which he



STOP



LEFT CURVE



RIGHT CURVE



HILL



RAILROAD CROSSING



SLOW
(Speed Superimposed)



BRIDGE
(Add Figure)



SPEED
(Add Figure)



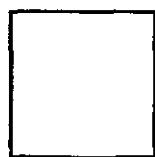
ONE WAY
(Add Arrow)



NO PARKING



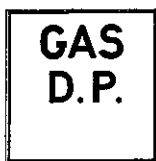
ROAD CLOSED



BLANK

① Regulatory and warning signs.

Figure 55. Military traffic signs.



GAS D.P.
(Add Arrow)



RAIL HEAD
(Add Arrow)



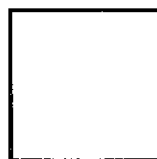
WATER POINT
(Add Arrow)



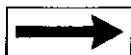
RATION DUMP
(Add Arrow)



DETOUR
(Add Arrow)



BLANK



ARROW

ABC

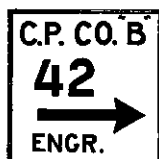
LETTERS



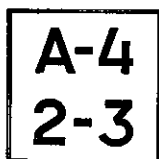
DIRECTION

123

NUMBERS



ORGANIZATION
WITH ARROW



LOCATION
(Atlas Grid)

② *Guide signs.*

Figure 55. Military traffic signs.—Continued.

is speaking; to prevent confusion as to whom the instructions are given.

4. BLACK-OUT CONTROL EQUIPMENT. a. **Reflectorized traffic baton.** (1) *Description.* The baton consists of a plastic, 2-cell flashlight case with leather thong attached, reflector, bulb, amber filter, a plastic tube hexagonal in cross section with amber reflector buttons attached to each face, and an opaque cap fitted on the end of the baton. (See fig. 56.)

(2) *Visibility.* The maximum visibility of the baton under normal conditions is 1,200 feet; thus

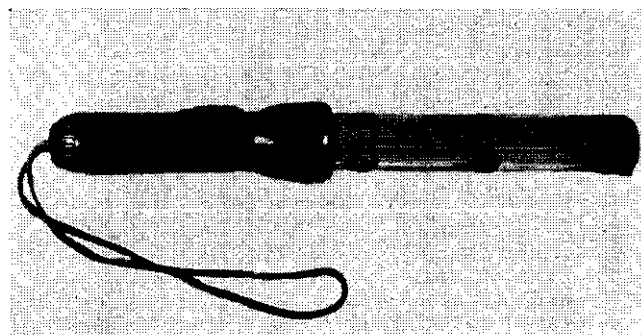


Figure 56. Reflectorized traffic baton.

reasonable security from aerial detection is provided. The baton is distinctly visible as a light source and can be used to indicate directions at a distance of 250 feet. Under normal night conditions the reflector buttons, activated by light from vehicle headlights, indicate direction at a distance of 500 feet.

(3) *Application.* The baton is used by military policemen for traffic control work under black-out or normal night conditions. The bulb is used under black-out conditions, and the reflector buttons without

the bulb under normal night conditions when vehicle headlights are used. The baton may also be used as a signaling device for short distances.

b. **Delineator stake, reflector mounting.** (1) *Description.* This unit consists of a hardwood stake 34 inches in length and an oval reflector button, $\frac{3}{4}$ inch by $1\frac{1}{4}$ inches, mounted in a metal bracket. The button consists of a plastic reflectorized material, and has the property of returning light to the source with a very small angle of dispersion. (See fig. 57.)

(2) *Visibility.* The reflector button is capable of reflecting light from the black-out driving lamp to distances of from 200 to 250 feet. A series of buttons mounted within the limit of visibility will outline

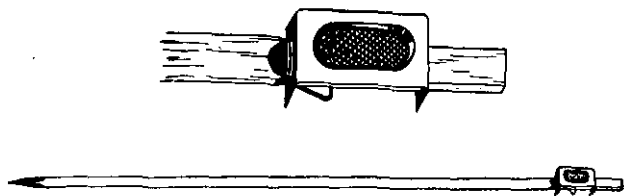


Figure 57. Delineator stake, reflector mounting.

the roadway to approaching drivers. For normal night driving, these buttons may be seen up to distances of 2,000 feet.

(3) *Application.* The reflector buttons are used under blackout or normal night conditions to outline roads and mark hills, curves, high embankments, or other physical hazards. Reflector buttons may be mounted on opposite sides of a single stake to provide delineation in both directions. Stakes should normally be placed 1 foot from the edge of the road, and sunk in the ground to a depth that will place the reflector button approximately 22 inches above the

roadway. Stakes are placed from 5 to 15 paces apart, depending upon the character of the road. In some cases a single stake is sufficient to mark a specific hazard, such as a culvert.

c. Electric flasher lamp. (1) *Description.* The flasher lamp consists of two batteries, a bulb, reflec-

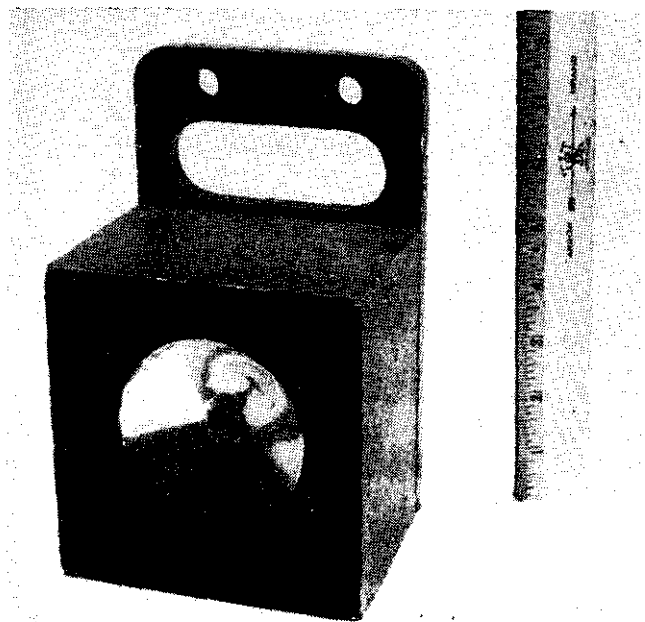


Figure 58. Electric flasher lamp.

tor, lens, and a flashing device inclosed in a plywood case. (See fig. 58.) It flashes 65 to 80 times a minute, and will operate continuously for approximately 1 year without change of batteries. Because of this shelf life of the batteries, a cut-off switch is unnecessary.

(2) *Visibility.* The lamp has a minimum visibility distance of 500 feet, and is invisible at distances of more than 1,000 feet. It is highly directional, thus providing reasonable security under blackout conditions. The lamp may be turned face down to make the light invisible.

(3) *Application.* The flasher lamp is suitable for use under blackout or ordinary night conditions to indicate bridges, disabled vehicles, and other road obstructions or hazards. It may be placed on any level surface without support. By means of an extension on the back, it may be hung or nailed on a tree, post, or building.

5. INDIVIDUAL EQUIPMENT. The military policeman assigned to traffic control duty should have the following special equipment:

a. Equipment carried at all times should include the military police brassard, whistle, watch and compass (each with a luminous dial), notebook, pencil, accident report forms (WD-Standard Form 26), and violation report forms. In addition, he should have a map case with copies of necessary maps, overlays, orders, and schedules, provided the tactical situation permits.

b. Manual signs are executed at night with reflectorized baton. In addition, the military policeman should be equipped for normal night or blackout work with white or reflectorized material to make him more readily visible to drivers. White gloves or white bands on the arms make his signals clearer, and white or reflectorized material around the waist and legs makes it easier for drivers to see him when he is posted in the roadway. During blackouts, when the blackout driving lamp is in use, white material is placed

below the knee so that the military policeman can be easily seen by drivers.

6. VEHICLES. Motor vehicles are necessary to supervise the movement of traffic. Motorcycles are satisfactory for patrols, escort, and messenger work. The $\frac{1}{4}$ -ton truck is suitable for practically all traffic control purposes, including reconnaissance, escort, patrol, and messenger work, and for carrying personnel and equipment. This vehicle is preferable to the motorcycle under most conditions. In addition $\frac{3}{4}$ -ton personnel carriers and larger vehicles are needed. Vehicles used in escort, patrol, and enforcement work should be so marked that they can be readily identified as such.

APPENDIX VII (Added)

SURVEYS

1. GENERAL. a. Traffic surveys may be conducted to determine control requirements on military reservation and in urban areas. Surveys are undertaken by military police only when control is to be exercised for an extended period of time.

b. Traffic surveys are the means of obtaining data concerning traffic behavior and movement. Analysis of the data provides an effective guide to proper regulation and control of traffic. Traffic survey data will assist the military police in—

(1) Locating and eliminating potential hazards created by obstructions to visibility and inadequate street maintenance.

(2) Improving the efficiency of traffic flow by re-routing “through” traffic, by recommending improvements in street design, and by placing special restrictions on the direction of vehicular movement.

(3) Recommending the use of uniform signs, signals, and street markings, and the location of enforcement personnel.

c. The types of surveys generally employed for military traffic control are:

(1) Vehicle volume counts, to determine the number and direction of vehicles proceeding through an intersection or along a street during a given period.

(2) Speed checks, to obtain an accurate record of speeds at which vehicles are approaching a given intersection or proceeding along a given street.

(3) Physical inventories, to determine the physical condition of signs, signals, and markings, and the existence of potential physical hazards.

2. VEHICLE VOLUME COUNT. a. At posts, camps, and stations, vehicle volume counts may be made at the following locations:

(1) All intersections near congested centers (headquarters, service clubs, post exchanges, theaters, etc.).

(2) Intersections at which accidents have occurred.

(3) Important intersections on federal or state highways within the reservation.

(4) Intersections equipped with mechanical signals.

(5) Entrances to the reservation.

b. Vehicle volume counts may be made at the following locations in urban areas:

(1) Intersections in business districts.

(2) The worst accident intersections.

(3) Important intersections on thoroughfares and military routes in residential districts.

(4) Intersections equipped with mechanical signals.

(5) On major thoroughfares and military routes at city limits.

c. Only two persons are needed to make a vehicle volume count at most intersections. More may be used if traffic is exceptionally heavy. One checker is usually sufficient to make a vehicle volume count between intersections, but traffic may be so heavy that two are necessary.

d. The following equipment is needed:

(1) Pencil and eraser.

(2) Ordinary watch.

(3) Field sheet.

(4) Summary sheet.

e. Vehicle volume counts are made in good weather unless there is a specific reason for making them under other conditions. Counts are made on days when vehicle flow is considered normal, usually from Monday to Friday. A count is normally made over a period of 12 hours, from 0700 to 1900.

f. The field sheet (fig. 59) is the tally sheet used in the actual counting at the location under observation. A new sheet is used each half hour. When two persons are conducting a vehicle volume count at an intersection, they stand on diagonally opposite corners. Each person counts the vehicles entering the intersection from two directions. For example, one man, standing on the northwest corner, counts vehicles coming from the north and from the west. The other man, standing on the southeast corner, counts vehicles coming from the south and from the east. All vehicles entering the intersection are counted. The tally sheet is designed to resemble a four-way intersection. Vehicles entering from each direction are recorded in the space provided. Figure 59 portrays a field sheet which is properly filled out.

g. The summary sheet (fig. 60) is a statistical compilation of the information recorded on the field sheets. Note that the figures for 1000 to 1030 are taken from the field sheet.

h. There are numerous applications of motor vehicle volume studies. The most important for military police include:

(1) To justify the existence or installation of traffic signals. Generally, a minimum of 1,000 ve-

hicles per hour for an 8-hour period, with 25 per cent entering from the minor street, is required.

(2) To indicate the need for stop signs and determine the street on which the signs should be located. At corners where the volume on the major street averages 300 vehicles an hour for 6 consecutive hours, stop signs should be erected on the minor street.

(3) To indicate the relation of turning movements to accidents and congestion. Generally, a minimum of 1,000 vehicles an hour for an 8-hour period, with an average of 300 vehicles an hour making a left turn, requires special flow regulation.

(4) As a partial basis for determining the advisability of designating "through" streets and special military routes.

(5) As a partial basis for assigning military police to intersection duty. As a general rule, constant flow regulation by military police is only warranted for a rate of flow through an intersection of over 1,000 vehicles per hour, with at least 20 percent of the total volume conflicting with the heavier flow.

3. SPEED CHECK. a. At posts, camps, and stations, speed checks may be made at the following locations:

(1) Worst accident intersections not controlled by traffic signals or stop signs.

(2) Important intersections on Federal or State highways within the reservation.

(3) Midblock locations on important streets and thoroughfares within the reservation that require special speed zoning, particularly at worst accident locations.

b. A study of vehicle speeds in urban areas may be made at the following locations:

(1) Worst accident intersections not controlled by traffic signals or stop signs.

VEHICLE VOLUME COUNT

FIELD SHEET

Half Hourly

DATE 1 Sept 1944 LOCATION Main & First Streets
 WEATHER Clear ROAD SURFACE CONDITION Dry TIME 1000-1030

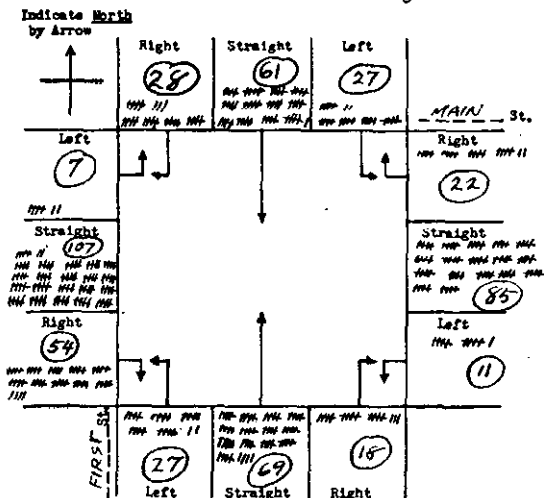


Figure 59. Vehicle volume count field sheet.

(2) Midblock locations on important thoroughfares and military routes in the residential district, at specific worst accident areas.

c. Two persons are needed to make a motor vehicle speed check. They require the following equipment:

- (1) Pencil and eraser.
- (2) Stop watch.

- (3) 50- to 100-foot tape.
- (4) Chalk or black crayon.
- (5) Field sheet.

d. Speed studies are made at those times when the records show that accidents occur most frequently. A check is made for at least 1 hour, or not less than 50

VEHICLE VOLUME COUNT													
Summary Sheet (Half Hourly)													
Date <u>1 Sept 1944</u>				Location <u>Main & First Streets</u>									
Weather <u>Clear</u>				Road Surface Condition <u>Dry</u>									
TIME STARTS	from North on St.			from South on St.			from West on St.			from East on St.			HALF HOUR
	L	S	R	L	S	R	L	S	R	L	S	R	
0700-0730													
0730-0800													
0800-0830													
0830-0900													
0900-0930													
0930-1000													
1000-1030	27	81	28	27	69	18	7	107	54	11	65	22	516
1030-1100													
1100-1130													
1130-1200													
1200-1230													
1230-1300													
1300-1330													
1330-1400													
1400-1430													
1430-1500													
1500-1530													
1530-1600													
1600-1630													
1630-1700													
1700-1730													
1730-1800													
1800-1830													
1830-1900													
Total													
TOTAL OF L.S. AND R.													

Figure 60. Vehicle volume count summary sheet.

vehicles. The more vehicles checked, the more accurate the data. The check is normally made in good weather.

e. The speed check field sheet is the tally sheet used in checking speed. Figure 61 shows a field sheet properly filled out. At the top are spaces for noting

the date, time, and location of the study, the direction of movement of the vehicles checked, and the weather and road surface conditions. The field sheet is divided horizontally to provide spaces for noting the number of seconds required for each vehicle to cover

SPEED CHECK FIELD SHEET									
Date <u>Sept 1944</u>		Location <u>West & Main</u>		Direction <u>S on West</u>					
Time <u>15:30-16:00</u>		Weather <u>Clear</u>		Road Surface Condition <u>Dry</u>					
Seconds	M.P.H. for 88 ft.	M.P.H. for 176 ft.	PASSENGER CARS		COMMERCIAL		MILITARY		TOTAL
				No. Cars		No. Cars		No. Cars	
1	60.0	120.0							
1-1/5	50.0	100.0							
1-2/5	42.8	85.7							
1-3/5	37.5	75.0							
1-4/5	33.3	66.6							
2	30.0	60.0							
2-1/5	27.2	54.5	1	1			1	2	3
2-2/5	25.0	50.0	1	2			1	7	9
2-3/5	23.0	46.1	1	4			1	6	10
2-4/5	21.4	42.8	1	7			1	10	17
3	20.0	40.0	1	5			1	12	17
3-1/5	18.7	37.5	1	12			1	17	29
3-2/5	17.6	35.2	1	5	1	1	1	20	27
3-3/5	16.6	33.3	1	9	1	2	1	14	25
3-4/5	15.7	31.5	1	5	1	2	1	12	19
4	15.0	30.0	1	6	1	4	1	15	25
4-1/5	14.2	28.4	1	3	1	3	1	10	16
4-2/5	13.6	27.2	1	1	1	1	1	5	7
4-3/5	13.0	26.1					1	3	3
4-4/5	12.5	25.0				2			2
5	12.0	24.0				1	1	1	1
5-1/5	11.5	23.0							
5-2/5	11.1	22.2							
5-3/5	10.7	21.4							
5-4/5	10.3	20.6							
6	10.0	20.0							
6-1/5	9.6	19.2							
6-2/5	9.2	18.7							
6-3/5	9.0	18.1							
6-4/5	8.7	17.6							
7	8.5	17.0							
7-1/5	8.3	16.6							
7-2/5	8.1	16.2							
7-3/5	7.8	15.7							
7-4/5	7.6	15.3							
8	7.5	15.0							
8-1/2	7.0	14.0							
9	6.6	13.2							
9-1/2	6.3	12.6							
10	6.0	12.0							
11	5.4	10.9							
12	5.0	10.0							
TOTAL				64		14		142	220

Figure 61. Speed check field sheet.

either 88 or 176 feet. One field sheet is used for each direction of movement. Two field sheets a period are therefore needed.

f. In making a speed check at an approach to an intersection, one checker is stationed at the point where

the street enters the intersection. He holds a stop watch reading to $\frac{1}{5}$ second. The other checker is stationed at a point exactly 88 feet back from the first checker. The two checkers place themselves as in-

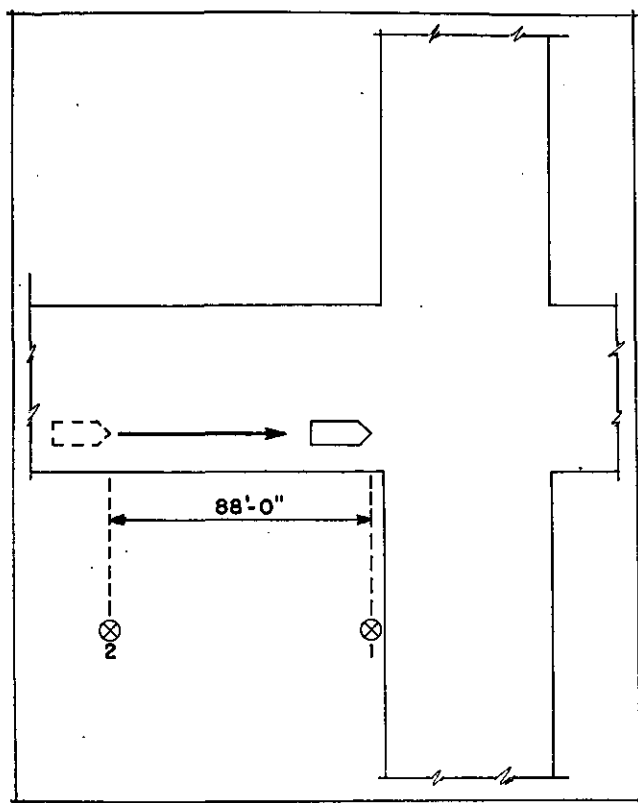


Figure 62. Speed check station.

conspicuously as possible and align two stakes in front of them to obtain the most accurate measurement. (See fig. 62.)

As a car passes checker No. 2, he signals with his hand and checker No. 1 starts his stop watch. As the car passes the latter, he stops the stop watch and reads the time it took the car to cover the distance. He then makes a tally on the field sheet in the appropriate space to the right of the corresponding figures in the column headed "Seconds." For example, if it took a civilian passenger car $2\frac{4}{5}$ seconds to cover the distance, a tally is made in the passenger car column in the space opposite the figure " $2\frac{4}{5}$ ". The columns headed "M. P. H. for 88 ft." and "M. P. H. for 176 ft." show the vehicle speeds. For example, if a vehicle covers 88 feet in $2\frac{4}{5}$ seconds, its speed is 21.4 miles per hour.

g. Speed checks at places other than approaches to intersections are made in the same way, except that checkers station themselves at points near the middle of the block. The 176-foot measure is normally used for midblock locations and checks in outlying areas.

h. It is generally accepted that 85 percent of drivers travel at or below a safe speed. This percentage is employed in determining safe speed zoning for any street.

i. The most important uses of motor vehicle speed studies are:

(1) To aid in determining whether speeds are too fast for existing conditions.

(2) To determine a reasonable speed limit for a given street or military route. The speed limit should not exceed that speed at or below which 85 percent of the vehicles are operated.

(3) To aid in determining the type of sign ("Stop" or "Slow") to be posted, on the basis of critical speeds. A "Slow" sign is normally placed at an inter-

section that does not warrant a "Stop" sign, but is sufficiently hazardous to require a reduction in speed.

(4) To determine the proper location of directional and warning ("Slow") signs, based on stopping distances of vehicles at speeds observed. The distances from the intersection at which such signs should be located for four ranges of average speed are:

<i>Miles per hour</i>	<i>Feet</i>
Under 15.....	35
16 to 25.....	55
26 to 35.....	100
36 to 50.....	180

"Stop" signs are always posted at the same distance from intersections at which vehicles are required to halt.

(5) To secure data as to the need of more rigid enforcement of traffic regulations.

4. PHYSICAL INVENTORY. a. A physical inventory is made on WD, AGO Form R-5233 (Physical Inventory) to determine the physical condition of signs, signals, and markings, and the existence of potential physical hazards. WD, AGO Form R-5233 will be reproduced locally and is shown in figure 63. One form is used for each intersection checked. The three upper sections of the form are filled out to record signals, signs, and street markings, such as painted or "mushroom" marked safety zones, traffic lanes, turning lanes, special pedestrian crossings, etc. The bottom section is used to record potential street hazards created by hedges, walks, billboards, embankments, buildings, etc. By consolidating the individual reports, various statistical summaries can be prepared.

b. From this study the military police can initiate a general "dressing up" of all traffic control devices, a greater uniformity of signs and signals, the elimination of unnecessary and obsolete signs, and the re-

PHYSICAL INVENTORY	
Date _____ Location _____	
Inventory of _____ Recorder _____	
TRAFFIC SIGNALS	TYPE _____
	LOCATION _____
	HEIGHT _____
	VISIBILITY _____
SIGNS Stop, Slow, Warning, and Directional	TYPE _____
	LOCATION _____
	CONDITION _____
	HEIGHT _____
	TEXT _____
STREET MARKINGS	STATUS Temporary _____ Permanent _____
	TYPE _____
	LOCATION _____
	CONDITION _____
	COLOR _____
	TEXT _____
POTENTIAL HAZARDS	VISIBILITY _____
	TYPE _____
	LOCATION _____
	HEIGHT _____
	EFFECT OF VISIBILITY _____

VD AGO FORM
1 DEC 1942 R-5233

Figure 63. Physical inventory.

moval of many potential physical hazards. In urban areas of occupied territories, such an inventory is extremely useful as a guide for establishing uniform markings for routes. For further information con-

cerning uniform traffic control devices, see the "Manual or Uniform Traffic Control Devices," approved by the War Department and published by the American Association of State Highway Officials, Washington, D. C.

APPENDIX VIII (Added)

TRAFFIC CONTROL TRAINING

1. **GENERAL.** Training in intersection control of traffic includes practice in training areas, and experience with actual traffic conditions on military reservations and in cities and rural areas. Training is conducted under daylight, blackout, and normal night conditions in all types of weather.

2. **DESCRIPTION OF TRAINING AREA.** A traffic control training area, as shown in figure 64, is desirable for initial training in intersection control. The design of the training area may be changed to meet local conditions or requirements. The area can be constructed quickly, at negligible cost, on any flat terrain. All types of vehicles may be used, but the area is best suited to motorcycles and $\frac{1}{4}$ -ton trucks. Any number of vehicles may be used at one time, or vehicles may be simulated by men walking. Normal over-all size of the area is 316 x 466 feet, but it may be increased or reduced as local circumstances require. The area should be small enough to be observed and controlled from a single point. It has 20 intersections, including 10 different types, and may be enlarged to include additional intersections and roadways. Streets may be restricted to one-way traffic as desired. Curb lines may be marked off with stakes or stones. Normal road width is 16 feet.

3. USE OF TRAINING AREA. a. All traffic control techniques may be demonstrated on the training area. The coach-and-pupil method is used, and as-

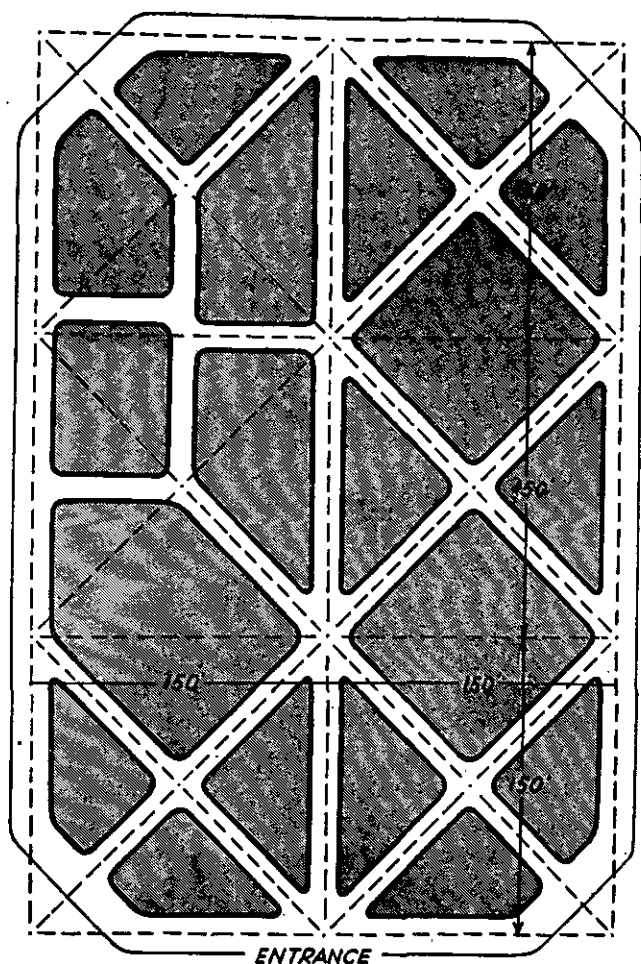


Figure 64. Traffic control training area.

signments rotated, so that all men participate in all phases of the work. Men may be stationed at each intersection, and vehicles driven over the roadnet individually or in columns. Men not actually participating may observe from the sidelines, preferably with a continuous critique being provided by an assistant instructor.

b. Actual practice is provided in intersection, de-file, escort, and patrol techniques, obtaining traffic survey information, giving directions and information, enforcement technique, and the use of traffic control equipment. Traffic jams, accident scenes, and emergency situations requiring rerouting may be staged on the area. Blackout traffic control and the use of blackout devices may be included; for this reason, the training area should be constructed away from lighted areas. Training for noncommissioned officers in the assignment of personnel, supervision, and local routing and scheduling procedure can be conducted on the area. The traffic control training area is also suitable for driver training.

[AG 300.7 (25 Jun 45)]

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FM 19-5

This manual supersedes Basic Field Manual FM 29-5, 8 December 1941, including C 1, 19 February 1942, C 2, 28 April 1942, and C 3, 17 November 1943; and Training Circular No. 38, War Department, 1943.

MILITARY
POLICE



WAR DEPARTMENT • 14 JUNE 1943⁴₍₃₎

WAR DEPARTMENT,
WASHINGTON 25, D. C., 14 June 1944.

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[A. G. 300.7 (20 Apr 44).]

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For explanation of symbols see FM 21-6.

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PART ONE

ORGANIZATION, DUTIES, AND ACTIVITIES OF THE CORPS OF MILITARY POLICE

CHAPTER 1

ORGANIZATION AND DUTIES

1. **SCOPE.** While this manual sets forth principles governing military police both outside and within the United States, the fact must not be overlooked that the power of a theater commander to carry out his mission is unlimited, and his instructions concerning conduct, authority, duties, and even organization of military police may, in special situations, materially differ from the general policies set forth in this manual. The same is true under martial rule.

Section I. ORGANIZATION

2. **GENERAL.** a. The Corps of Military Police is a part of the Provost Marshal General's Department. Enlisted and officer personnel of the Corps of Military Police are assigned to a commander to assist him in the enforcement of law

and order, in the protection of property, in the enforcement of regulations and orders, and for other purposes as outlined in this manual.

b. The designation "military policeman" as used herein refers to a member of the Corps of Military Police of the Army of the United States.

c. Military police are not quartered or rationed with other troops except in emergencies. Likewise, soldiers from other organizations are not normally attached to military police units for rations or quarters.

d. Tables of Organization and Equipment, allotment of personnel, and special instructions issued from time to time by the War Department prescribe the details of organization of military police units and installations.

3. ORGANIZATION. a. Military police are organized into—

(1) Platoons, companies, and battalions as part of all divisions and larger units according to tables of organization.

(2) Battalions and companies under the control of commanding generals of the service commands, and theaters of operations.

(3) Special units for oversea departments and other commands in conformity with special tables of organization; such as the Military Police Service Organization, T/O & E 19-500.

(4) Detachments at posts, camps, and stations as authorized.

(5) Military police escort guard companies and military police prisoner of war processing companies.

b. To meet changing situations, adjustments in strength and composition of military police units are made by the War Department for the zone of the interior and by the theater commander for the theater of operations.

Section II. DUTIES

4. GENERAL. a. The protection of property and the maintenance of good order and military discipline are func-

tions of command. Military police supplement all other means available to the commanding officer in carrying out these functions.

b. The commander prescribes the specific duties of his military police. He is responsible for their control and employment. He coordinates their duties with those of his interior guard and watchmen and with the military police of other commands which may be under his control at the time, so that the responsibilities of each are clearly defined. (See FM 26-5.)

c. Military police are concerned with all crimes and offenses committed by persons subject to military law. They enforce all police regulations pertaining to the area under the control of the organization to which they are assigned or attached. They report violations of orders they are instructed to enforce and of instructions given by them in the proper execution of their duties, regardless of the grade or status of the offender. They seek to prevent personnel of the Armed Forces from committing acts which are infractions of discipline or which tend to discredit in any way the Armed Forces of the United States.

d. Members of the military police of the Army and Marine Corps, members of the shore patrol of the Navy and Coast Guard, and officers, flight officers, warrant officers, noncommissioned officers, and petty officers of the services, are authorized and directed to take corrective measures, including arrest if necessary, in the case of any member of the Armed Forces committing a breach of the peace, disorderly conduct, or any other offense which reflects discredit upon the services. Personnel so arrested are returned to the jurisdiction of their respective services as soon as practicable. (See par. 16.)

5. GENERAL DUTIES. Military police perform any or all of the following duties in all areas in which they operate:

a. Preserve order among personnel of the Armed Forces and enforce military laws and regulations.

b. Protect military personnel and civilians from violence and excesses.

c. Apprehend absentees as defined in AR 615-300.

d. Investigate and prevent crime among members of the Armed Forces.

e. Recover lost, stolen, and abandoned military property.

f. Furnish authorized persons with information relative to the location of units, headquarters, offices, and other establishments.

g. Enforce prescribed uniform regulations.

h. Assist in combating vertical envelopments and commando raids.

i. Escort, process, and guard prisoners of war.

j. Assist in the enforcement of gas defense, passive anti-aircraft measures, blackouts, and other general measures for security and secrecy.

k. Cooperate with the Counter Intelligence Corps of the Military Intelligence Division, which is charged with the investigation of cases involving espionage, sabotage, and subversive activities in theaters of operations, and with the Security Intelligence Corps of the Army Service Forces in the zone of the interior.

l. When so instructed by competent authority, prevent avoidable interruption or delay in production and transportation of war materials; protect designated areas, premises, utilities and materials from injury or destruction and from any hazard whatever, including those caused by riot or other civil disturbance, fire, accident, espionage or sabotage. (See AR 500-50; FM 27-15.)

m. When so instructed by competent authority, cooperate with local authorities and the local National Red Cross to provide relief in the event of disaster arising from any cause. (See AR 500-60.)

n. When so instructed by competent authority, come to the aid of the civil authorities, State or Federal, in quelling a domestic disturbance and in enforcing civil laws, and protecting public property of the United States, or in the event of a robbery or interruption of the United States mails or other dire emergency. (See AR 500-50; FM 27-15.)

6. ADDITIONAL DUTIES IN THE THEATER OF OPERATIONS. a. In combat areas. (1) Control traffic. (See ch. 5.)

(2) Handle prisoners of war, including their custody, care, evacuation, and processing, and under certain conditions their repatriation. (See ch. 11.)

(3) Control stragglers and handle replacements and discharged hospital patients when so ordered by competent authority. (See ch. 4.)

(4) Control the circulation of civilians, including refugees, local inhabitants, and camp followers. (See ch. 4.)

(5) Assist in the security of headquarters.

(a) Furnish guides.

(b) Guard billet of commander and other officials.

(6) Prevent pilferage and looting.

(7) Assist in troop movements. (See ch. 5.)

(8) Apprehend enemy agents, fifth columnists, and enemy sympathizers.

b. In occupied territory. (1) Security measures:

(a) Guard captured matériel and installations.

(b) Seize weapons in the hands of local inhabitants and localities strategically important to the combat troops or military government.

(c) Reduce areas of resistance, including the elimination of guerilla activities.

(d) Protect against vertical envelopments, commando raids, and against any attack on vital installations, including lines of communication.

(e) Apprehend enemy agents, fifth columnists, and enemy sympathizers.

(f) Assist the civil affairs officers in the supervision of civil police.

(g) Prevent pilferage and looting.

(2) Supervise the enforcement of orders and regulations, including—

(a) Curfew and blackout regulations.

(b) Price control regulations.

(c) "Off-limit" areas in occupied towns.

(d) Collection and distribution of hoarded foodstuffs in specified areas.

(3) Control the circulation of individuals, including refugees, local inhabitants, stragglers, and camp followers. (See ch. 4.)

- (4) Patrol towns. (See ch. 3.)
- (5) Prevent and investigate crime. (See ch. 6.)
- (6) Guard military officials and other dignitaries.
- (7) Operate information bureaus.
- (8) Assist in troop movements.

7. ADDITIONAL DUTIES IN CIVIL COMMUNITIES IN THE UNITED STATES. a. Maintain order among members of the Armed Forces and enforce the observance of civil laws and ordinances by members of the Armed Forces.

b. Take into custody military personnel appearing in public in a drunken or otherwise discreditable condition.

c. Enforce prescribed uniform regulations.

d. Furnish information on the locations of points of importance and interest.

e. Control military traffic when troop movements are in progress.

f. Enforce "off limit" and curfew regulations.

g. Supervise the circulation of individuals, both military and civilian, in areas over which the army has jurisdiction.

h. Assist appropriate governmental agencies in carrying out the laws relating to enemy aliens, when so directed by competent authority.

8. ADDITIONAL DUTIES WITHIN MILITARY RESERVATIONS. a. Preserve order and enforce military laws and regulations. Suspected persons may be detained temporarily for examination, but generally those not subject to military law should be turned over to civilian authorities promptly. (See AR 490-5.)

b. Control traffic. (See ch. 5.)

c. Control the movement of civilians into and out of the reservation, and while within the reservation. A system of identification cards or passes for civilian employees should be established. (See TM 19-250.)

d. Control the movement of military personnel entering and leaving the reservation. (See TM 19-250.)

e. Investigate and prevent crime among members of the Armed Forces.

9. DUTIES OF PROVOST MARSHAL. As the staff officer for military police affairs, the provost marshal assists the commander in the supervision of all military police. His activities include the following:

a. Recommends plans, policies, and regulations pertaining to the organization, training, equipment, procedures and operation of all military police in the command.

b. Supervises the establishment and operation of those military police installations and agencies which are within his purview. These installations or agencies often operate as part of the provost marshal's office.

c. Coordinates, within the limits prescribed by the commander, the operations of military police. In units assigned or attached to subordinate headquarters, the coordination usually relates to technical procedure only.

d. Establishes the following:

(1) A center of information and a system of records necessary for police purposes. (See TM 19-250.)

(2) A branch Prisoner of War Information Bureau (GHQ and theater of operations), subject to the direction of and to the extent prescribed by the Provost Marshal General.

e. Conducts authorized inspections of military police units and activities.

f. In addition to the supervision of the normal duties of military police, provost marshals, or directors of security and intelligence divisions of service commands in the United States, subject to the direction of the appropriate commanders have the following operative functions in which military police may be employed:

(1) *Military aid to civil power in domestic disturbances.* Preparation of plans for the use of troops in case of disorder or riot endangering the public property of the United States, of attempted or threatened robbery or interruption of the United States mails, of public calamity, or of other equivalent emergency; keeping informed of the imminence of such emergencies; informing the War Department thereof; and, after proclamation by the President and appropriate instructions from the War Department, aiding the State and local civil authorities in the suppression of domestic disturbances.

(2) *Protection of vital installations against sabotage and*

fifth column activities. Supervision of the preparation and revision of plans designed to assure internal security including plans to deal with sabotage and fifth column activity. The preparation and execution of such plans is a function of the appropriate commander in the field, generally the district commander within the service command, and includes coordinating Federal, State, local, and volunteer forces to accomplish these purposes.

(3) *Disaster relief.* Executing plans in cooperation with the Red Cross and Federal, State, and local officials to undertake immediate relief work in times of great catastrophe; determining available local resources; and supervising disaster relief if local resources are inadequate and immediate action is necessary. (See AR 500-60.)

(4) *Control of civil population.* Control of the circulation of individuals and mass movements of refugees, and when circumstances require, the supervision of installations for the care and feeding of refugees and noncombatants.

(5) *Traffic control.* Enforcement of traffic control regulations.

(6) *Criminal investigation within the Army.* Investigation of alleged military offenses, and custody and disposition of offenders.

(7) *Prisoners of war.* Planning, coordinating, and supervising collection and custody of prisoners of war and the operation of camps and inclosures, including evacuation, guard, supply, discipline, labor, recreation, information, maintenance of records, and repatriation.

(8) *Stragglers, absentees, and deserters.* Planning, coordinating, and supervising the apprehension and disposition of stragglers, absentees, and deserters. (See AR 615-300.)

(9) *Routine loyalty and background investigations of individuals.* Investigation of persons, both civilian and military, employed or to be employed by the War Department at military establishments; investigation of civilian employees and other individuals prior to releasing or permitting access to confidential information; and personal investigations of other groups of individuals where, in the interests of national defense, such investigations may from time to time appear necessary. This must be distinguished from investigations of individuals suspected of disloyalty.

CONDUCT AND AUTHORITY

10. **CONDUCT.** a. A military policeman, like a civil police officer, represents the prestige and authority of the law. When on duty, a military policeman is the visible representative of the Army of the United States. He must be an outstanding example of discipline, efficiency, military bearing, courtesy, and neatness. Firmness, good judgment, tact, and self-control are required in the exercise of his duties.

b. Military policemen do not punish violators of laws or regulations, nor do they allow any person in their charge to be mistreated or abused. Their primary duties are to prevent violations of laws, orders, and regulations, to report the violators, and, if necessary, to take them into custody.

c. All members of the military police should be governed by a spirit of service and helpfulness. They must not try to gain popularity by easy-going methods, by favoritism, by overlooking delinquencies, or by failing to perform their duties. They must be just and fair to all; inflexible and impartial in demanding observance of all laws and regulations they are instructed to enforce; and they must give their orders in a quiet, dignified manner, so there will be no question of insult, disobedience, or argument. When action becomes necessary, they must act without hesitation.

d. Members of the military police are forbidden to receive presents or gratuities for services rendered in the performance of duty.

11. **COURTESIES.** a. Military policemen address all persons with courtesy, as illustrated by the following:

(1) An officer from whom certain information is required is saluted and addressed by saying: "Sir, it is necessary that I have your name, organization, and station, because" After completing the conversation, the military policeman salutes, and says, "Thank you, sir."

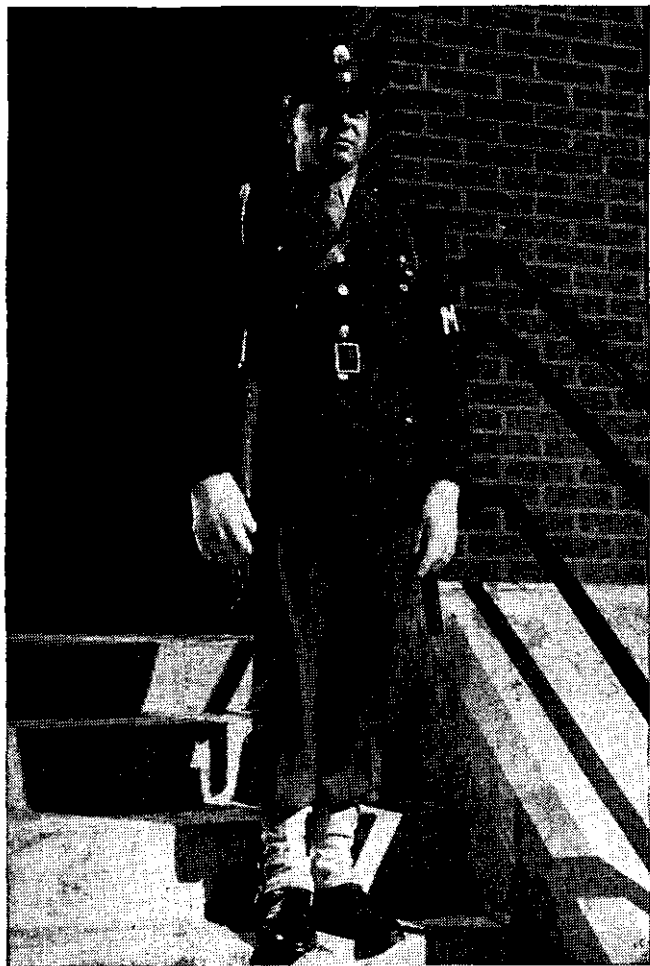


Figure 1. A military policeman is a model of soldierly appearance and deportment.

(2) In directing the driver of a car to dim or put out lights, call out in a tone of voice no louder than necessary for him to hear: "Dim (or put out) your lights, please."

b. Whenever a military policeman is called upon to enforce a new regulation which may cause embarrassment, he should be furnished with and have in his possession a copy of the regulation so that it can be shown to the violator. In such cases the violator will first be informed courteously of the regulation on the assumption that his violation was in ignorance of its existence.

12. APPEARANCE. a. **Personal appearance.** A military policeman, whose duty it is to correct other soldiers for unmilitary appearance and conduct, must himself be a model of soldierly appearance and deportment. As the military policeman is continually before the public, any carelessness in his manner or dress is a direct reflection against the military service. While on duty, he will refrain from eating or smoking, or loitering in stores, cafes, or public places.

b. **Identification.** (1) Members of a military police organization wear on their left sleeves the prescribed Military Police brassard. This regulation brassard, bearing the letters "MP" in white on a blue background as described in AR 600-35, will be worn as prescribed in AR 600-40. Brassards are worn by military police only when on military police duty.

(2) Troops detailed on temporary military police duty have while on such duty the status of military police and are authorized to wear the MP brassard.

(3) At night or during other conditions of poor visibility, a military policeman clearly identifies himself before directing or questioning an officer or other person.

13. RELATIONSHIPS. a. A military policeman on duty is entitled to the respect of all members of the Armed Forces and such others as may be subject to military law. Resistance to the orders of competent authority which a military policeman is required to enforce, constitutes a serious military offense. When not on duty, a military policeman has the same status as any other member of the Armed Forces not on duty. (See par. 15e.)

b. As a rule, military policemen on duty are not reprimanded or placed in arrest except by the superiors under whom they are serving. In exceptional cases, other officers may order their arrest, but the officer taking such action must be able to justify it. A military policeman is required to give his name, grade, and organization and to show his identification tag on request of an officer. (See par. 16.)

c. In an emergency the military police may call upon any troops to assist them in the execution of their duties, including the making of arrests. When time and circumstances permit, the request should be made to the commanding officer of the troops.

14. MILITARY AND CIVIL JURISDICTION. a. **Civil jurisdiction.** Under the Constitution, the States retain the primary duty of protection against crime throughout the United States. State and local laws and ordinances are enforced by county attorneys and sheriffs, and state and municipal attorneys and police, through State, county, and local courts. The Federal Government also has enacted certain criminal laws within its limited jurisdiction, which it enforces through its own agents, such as United States marshals and Federal Bureau of Investigation, revenue and secret service agents, and the Federal courts. The United States generally has concurrent jurisdiction with the states, but in a few places, such as Indian reservations, it has exclusive jurisdiction.

b. **Posts, camps, and stations.** Posts, camps, and stations are subject to varying degrees of federal and state civil jurisdiction. Those posts, camps, and stations set aside from the public domain are subject only to Federal jurisdiction, military or nonmilitary; those acquired by purchase, condemnation, or grant are subject to such Federal civil jurisdiction as is specified by agreement with the State or in the State act by which the land was sold or granted, the State otherwise retaining jurisdiction. Military police, particularly officers, should be familiar with the local situation, in order to avoid conflicts of jurisdiction.

c. **Martial rule and military government.** Military jurisdiction may be extended in periods of domestic disturbance by the establishment of martial rule commensurate with the

emergency. (See FM 27-15.) In a theater of operations, or in an area under military government, military authority prevails. (See FM 27-5.)

d. Provost courts and military commissions. Courts other than courts-martial, usually termed provost courts or military commissions, have jurisdiction to try civilian inhabitants of occupied areas for offenses affecting the military government, to try individuals of the enemy army for violations of the laws of war, and to try inhabitants of areas under martial rule for offenses relating to such martial rule. They are appointed or convened by a theater or other commander, or by officers whom he has duly authorized, and try only the case or cases, referred to them by the convening authority. Unless there are compelling reasons to the contrary in a particular case, persons subject to military law (see AW 2) are tried by court-martial.

e. A provost court ordinarily consists of one commissioned officer who should, if possible, have legal training and experience. It is not essential that he be a member of the Corps of Military Police. A military commission ordinarily consists of three or more officers, including a law member, if possible. Customarily, provost courts try the less serious offenses, while military commissions have jurisdiction of crimes for which punishment by death or long prison terms and heavy fines have been prescribed. For example, sentences imposed by provost courts may be restricted to fines or imprisonment at hard labor, or both, with limitations such as \$5,000 and 5 years. (See FM 27-5 and 27-10.)

f. Posse Comitatus Act. (1) *The posse comitatus*, means the entire manpower of a county, which the sheriff may summon to aid him in keeping the peace and in pursuing and arresting criminals. The expression "using the Army as a posse comitatus," means that the Army is being used to assist in the enforcement of the civil laws. This is expressly prohibited in the Posse Comitatus Act, which provides in part:

"It shall not be lawful to employ any part of the Army of the United States as a posse comitatus, or otherwise, for the purpose of executing the laws, except in such cases and under such circumstances as such employment of said force may be expressly authorized by the Constitution or by Act of Congress. . . ."

(2) For example, civil authorities are forbidden to employ military police to assist them in the general work of suppressing vice or illegal traffic in liquor. Moreover, the Act may not be avoided by subterfuge—troops cannot be used at the request of civil authorities to search, under guise of a training maneuver, for a criminal supposed to be hiding nearby, even if there is an understanding that civilian agents will be present to arrest such person if his presence is revealed by the troops.

(3) This Act does not, of course, limit the constitutional authority of the President to see that Federal laws are faithfully executed, using troops if necessary.

15. PROTECTIVE CUSTODY. Protective custody as used in this manual means the assumption of responsibility by the military police for a member of the Armed Forces who is in need of aid or assistance. Protective custody is distinguished from arrest in that there has been no violation of civil or military law implied, nor is an adverse report rendered on the individual taken into custody. Protective custody is assumed in instances such as the following:

a. When a member of the Armed Forces is found on the streets without funds.

b. When a member of the Armed Forces has suffered illness or injury.

c. To prevent a member of the Armed Forces from bringing discredit upon the service.

d. To protect a member of the Armed Forces from violence or injury.

16. ARRESTS. a. Definitions. "Arrest" is commonly used with the following meanings:

(1) Temporary restraint while questioning (no accusation or charge being made).

(2) Taking into custody (which generally includes the charge "You are under arrest." See AW 106—"Arresting" a deserter.).

(3) Officially charging with an offense (Preferring charges by military; "booking" at a civil police station).

(4) Restricting to specified limits (Moral restraint. See AW 69 and par. 139, M.C.M.).

(5) Confinement in a jail or guardhouse, or under guard (Physical restraint. See par. 127, FM 27-10).

(6) Where used in this manual, the context indicates the manner of use.

b. Authority. (1) Military police may take into custody any person subject to military law who is guilty of a violation of the Articles of War, or whose conduct is such that restraint is necessary. An officer should be taken into custody only by an officer, unless no officer is available, in which case the arrest will be made by the senior noncommissioned officer present. If no officer is available and no noncommissioned officer is present, the arrest may be made by any other military policeman. But the arrest of officers by enlisted men will be resorted to only in emergencies. An officer who has been arrested should be taken immediately to the provost marshal's office. A military policeman who finds it necessary to take an officer into custody should address the officer, "Sir, I must ask that you please accompany me to the provost marshal," whereupon the officer is taken, by force if necessary, direct to the provost marshal.

(2) Civilians are subject to military law in the following cases:

"All retainers to the camp and all persons accompanying or serving with the armies of the United States without the territorial jurisdiction of the United States, and in time of war all such retainers and persons accompanying or serving with the armies of the United States in the field, both within and without the territorial jurisdiction of the United States. . . ." (AW 2(d).)

This includes, for instance, Public Health Service, Red Cross, and Coast and Geodetic Survey personnel, newspaper correspondents, air transport pilots, employees of Government contractors, and Army clerical help, while accompanying or serving with the Army, as stated.

(3) At War Department camps, posts, and stations, and in the theaters of operations the military police, in proper cases, may arrest persons whether or not they are in the military service. Persons not subject to the Articles of War who are arrested on military reservations are usually tried for petty offenses by a designated United States commis-

sioner (see AR 490-5); in a theater of operations, they are usually tried by provost courts. (See FM 27-5.)

(4) The military police will arrange with the civil authorities to accept the custody of military personnel arrested by the civil police for violations of civil law. If the offense is a minor one, the soldier is usually turned over to the military police as soon as practicable. In the case of serious crimes, as soon as the arrest is made, a conference between the civil and military authorities should be arranged to decide whether the offender will be tried by a military or civil court. (See AW 74 and AR 600-355.)

c. **Disciplinary control over naval personnel.** The War and Navy Departments have agreed that military police of the Army and Marine Corps, shore patrol of the Navy and Coast Guard, and officers, warrant officers, flight officers, noncommissioned officers, and petty officers of the services, are authorized and directed to take corrective measures, including arrest if necessary, in the case of any member of the Armed Forces committing a breach of the peace, disorderly conduct, or any other offense which reflects discredit upon the services. Personnel so arrested are returned to the jurisdiction of their respective services as soon as practicable. Arrest should not be resorted to where corrective measures will suffice. The details for effecting this procedure are worked out jointly by the military and naval authorities in the various areas concerned.

d. **Disciplinary control over female members of the Armed Forces.** The authority granted in c above extends to all female members of the Army, Navy, Coast Guard, and Marine Corps, with such modifications as are necessary by reason of the difference in sex, one of which is that they will not be confined in guardhouses, brigs, or similar places of detention. Females of the Armed Forces will be turned over to the most accessible women's organization of the Armed Forces.

e. **Trivial offenses.** Military personnel are not ordinarily arrested for trivial offenses; a warning, or a written report to the offender's commanding officer, usually suffices. When a military policeman warns an offender, he invites attention to the particular regulation violated. The warning should not be in the form of a reprimand. A written report ren-

dered on the infraction of a regulation includes the offender's name, rank or grade, and organization; the nature, time and place of offense; and a list of witnesses.

f. **Crime.** Military police while on duty are required to arrest persons subject to military law for violation of the Articles of War and for any civil offense for which a private citizen would have authority to make an arrest: generally, to make an arrest without a warrant for a felony or a breach of the peace committed in his presence, and for a felony not committed in his presence if the felony has in fact been committed and he has reasonable cause to believe that the person arrested committed the felony. Members of the military police should familiarize themselves with the local State law on this subject. When not on duty, military police have no greater obligation to make an arrest than any other person in the military service when not on duty.

g. **Entrapment.** It is contrary to public policy for a military policeman to lure or incite a person not engaged in criminal practices into the commission of a criminal offense.

h. **Use of force.** To make an arrest, such force as is necessary may be used. The use of more force than necessary renders the officer or soldier executing the arrest civilly liable as well as subject to military punishment. A military policeman making an arrest is justified in using such force as is *necessary to secure and detain the offender, overcome his resistance, prevent his escape, and recapture him if he escapes*, but is never justified in using unnecessary force or treating his prisoner with wanton violence, or in resorting to dangerous means where the arrest could be effected otherwise.

i. **Entry of houses to make arrests.** When, against the will of the lawful occupant, military police desire to enter a private dwelling, they will ordinarily procure a search warrant through the civil authorities. Military police are authorized to make forcible entrance into a private dwelling, without a warrant, under the same circumstances which would justify a private citizen in doing so; that is, to prevent the commission of a felony or to apprehend a felon who is being pursued. Moreover, military police may be authorized by the commanding officer, in specific cases, to enter any public building under military control (including quarters and bar-

racks), using force if required. The right to enter private dwellings and make arrests may, of course, be considerably extended in a theater recently captured from the enemy. (See par. 1.)

17. SEARCH OF PRISONERS. When an individual is detained or taken into custody the military policeman making the arrest immediately conducts a quick preliminary search to insure that the prisoner is unarmed. If the prisoner is to be held in custody, a thorough search is made at military police headquarters. Two members of the Corps of Military Police, one a noncommissioned officer if available, should be present. A statement of the prisoner's effects, including amount of cash, is entered in the personal property book, and the entry is signed by both military policemen. (See TM 19-250.) The personal property book contains a record of personal property taken from prisoners, and consists of a "money" section and an "effects" section. The prisoner is at once given a receipt enumerating each article taken from him. Effects taken from the prisoner are kept by the provost marshal or prison officer in a suitable container or envelope marked with the prisoner's name. When the property is returned to the prisoner, a signed receipt is obtained from him. Other existing regulations regarding the effects of prisoners are strictly complied with. (See AR 600-375.) Officers are searched only under the personal supervision of the provost marshal, assistant provost marshal, or any officer of the Corps of Military Police. Instructions have been issued for the method of searching. For handling prisoners of war, see chapter 11.

18. PREFERRING CHARGES. Military police do not ordinarily prefer court-martial charges against persons whom they take into custody; they usually report the offender, the offense, and the attending circumstances to the commanding officer concerned, through military channels. However, when the offense is committed against a member of the military police, or when, because of distance or for other reason, there is danger of a failure of justice, particularly in the case of serious crime, charges are preferred, care being taken to

comply with all the requirements of the Manual for Courts-Martial.

19. "OFF LIMITS" AND CURFEW. a. Places may be declared "off limits" for the troops, in which case military personnel are prohibited from entering them. Usually military police are posted at entrances.

b. (1) In the continental United States, the commanding general of a service command, after consultation with senior officers of units and installations not under his control, may prescribe "off limits" or curfew for military personnel in civilian communities.

(2) In an emergency, a local commander may temporarily declare places "off limits" to all persons subject to military law, reporting immediately to the commanding general of the service command concerned all reasons for such action. The commanding general of the service command is responsible for taking steps to insure that troop commanders and naval authorities are informed of such action.

(3) In the theater of operations, "off limits" or curfew for military personnel may be prescribed by the local commander.

c. The declaration of places or areas "off limits," or the establishment of a curfew will apply to all members of the Army, and to members of the Navy, Marine Corps, and Coast Guard, if an agreement has been reached between the military and naval authorities.

CHAPTER 3

TOWN PATROLLING

Section I. GENERAL

20. GENERAL. The commanding generals of service commands are charged with the responsibility of controlling the conduct of all military personnel within the geographical limits of their respective service commands other than at posts, camps, and stations (see AR 210-10) and in maneuver areas exempted from their control. In communities where only a single arm or service is concerned, the commanding general of the service command may authorize the appropriate post, camp, or station commander to exercise such control in his behalf. In theaters of operations, the control of the conduct of military personnel is the responsibility of the theater commander.

21. MISSION. The mission of military police in town patrolling is to preserve order among, prevent misbehavior by and give advice and assistance to members of the Armed Forces. The duties of military police in civil communities are enumerated in chapter 1.

22. SETTING UP A TOWN PATROL. a. When assigned the mission of patrolling a civil community, the responsible officer makes a personal reconnaissance of the town in order to determine the number of military police necessary to maintain order among service personnel, together with the best distribution of his men. In this connection, the civil authorities should be consulted, the military mission explained to them, and their advice and cooperation requested.

b. Factors determining the requisite strength of the town patrol include the area to be patrolled, the number of locations likely to cause trouble, the number of service personnel usually in town, the number of Navy shore patrolmen or Marine military police assigned to the town, the size and effectiveness of the local police force, and the attitude of the

civil population toward members of the Armed Forces. The number of trained military police must be adequate.

c. The types of details to be used, together with their disposition in the town, must be decided upon. The usual details, together with their more typical application, are as follows:

(1) *Stationary or fixed posts.* For controlling servicemen at transportation terminals and larger places of amusement, for traffic control, and for furnishing information.

(2) *Foot patrols.* For patrolling sections of a town where trouble is likely to occur.

(3) *Motor patrols.* For covering larger areas and outlying sections of the town. These patrols operate as foot patrols, moving from one area to another by motor and should be equipped with radios if possible.

(4) *Traffic patrols.* For the control of traffic within the town. (See ch. 5.)

(5) *Reserve.* For the purpose of answering emergency calls, reinforcing other details, and handling special events, reserve patrols are maintained in town, the number depending upon the military police available and the local situation. They should be held at the headquarters of the town patrol, together with adequate transportation facilities. In addition to the reserve patrols at town patrol headquarters, the unit furnishing the town patrol should keep a number of men alerted for possible emergency duty.

23. OPERATION OF A TOWN PATROL. a. *Inspection.* Military police are inspected before and after their tour of duty. This inspection is made by one of the unit officers, and covers the following points:

(1) *Uniform.* Neatness, cleanliness, and appearance of uniform.

(2) *Equipment.* Condition, appearance, and completeness. Military police on town patrol duty normally carry the following equipment: M.P. brassard, riot club, pistol or revolver, whistle, flashlight, notebook, and pencil. The riot club is hung on the belt, not carried in the hand.

(3) *Personal factors.* Personal appearance, knowledge of necessary orders, and general fitness for duty.

b. *Noncommissioned officer in charge of town patrol.*

A noncommissioned officer is normally in immediate command of the town patrol. His duties include—

(1) Instructing the military policemen as to their duties and orders.

(2) Posting and relieving the details.

(3) Inspecting and checking the military policemen while on duty.

(4) Handling of special and important cases that arise during his tour of duty.

(5) Maintaining liaison with the civil police, with the Navy, and with allied military authorities.

(6) Visiting places and areas not covered by patrols to observe conditions and take any necessary action.

c. Desk sergeant. The duties of the desk sergeant include—

(1) Operation of the patrol headquarters.

(2) Disposing of arrested personnel.

(3) Dispatching a portion of the reserve to answer emergency calls.

(4) Maintaining liaison with the civil police, with the Navy, and with allied military authorities.

d. Supervision of the town patrol. A commissioned officer is normally in command of the town patrol, and immediately available when his presence is required. He makes frequent inspections to insure that the patrol is functioning properly and to insure that the strength and disposition of military police within the town is at all times in accordance with the requirements of the situation. Conditions within the town are subject to constant change. Only by continual reconnaissance can the situation be accurately appraised and controlled.

e. Pairing of military policemen. Military police always perform town patrolling in pairs. This procedure furnishes mutual protection and also provides a witness to any occurrence. Pairing an experienced military policeman with one new to town patrolling is a good method of training. In a town where there is a large number of both Army and Navy personnel, the pairing of military policemen and shore patrolmen provides a good working arrangement. If the town patrol consists of members of more than one unit, the pair-

ing of military policemen from different units usually eliminates the showing of any real or fancied favoritism.

f. **Rotation of military policemen.** Military policemen performing town patrol duty should be rotated frequently among the various details and around the various sections of the town.

24. CONDUCT OF MILITARY POLICEMEN. The following rules will be observed by military policemen patrolling towns (see ch. 2), in addition to special orders and instructions required by the local situation:

a. Be courteous and helpful to all service personnel and civilians.

b. Cooperate with the civil authorities to the fullest extent in the maintenance of law and order among service personnel.

c. By appearance and demeanor, be an example to all members of the Armed Forces.

d. Meet any situation that may arise fairly, firmly, tactfully, and intelligently.

e. Assume no authority beyond that vested in the military police.

f. Never interfere with civil authorities in the execution of their duties.

g. Accept no gifts or gratuities for services rendered in the performances of duty.

• h. Use only the amount of force necessary to compel compliance with orders. Pistols will not be drawn by military police except on those occasions when it may be necessary to wound or kill. For example—

(1) To prevent the commission of a serious offense under the Articles of War, or a felony under local criminal law.

(2) To apprehend or prevent the escape of a person, if there are reasonable grounds to believe that the person has committed a military or civil offense as described in a above.

(3) In self-defense.

(4) To prevent a person from escaping from confinement or breaking arrest. (See AW 69.)

i. Know intimately the locations of places of interest; important installations and military establishments within the area; the location of transportation facilities and main arterial

highways; and other information which may help troops and their friends.

25. LIAISON WITH CIVIL AUTHORITIES. a. Close liaison between the military and the civil authorities in towns and cities results in advantages to each in the performance of their separate missions. The officer responsible for the patrolling of a town or city should establish and maintain close liaison with Federal agencies as well as with local authorities.

b. Arrangements should be made with the chief of police, sheriff, or other State or Federal officer holding in arrest personnel of the Armed Forces for the release thereof to the proper military and naval authorities. To prevent possible friction between the military and civil authorities, a mutual understanding should be established as early as possible.

c. The civil police will usually make available upon request equipment and facilities for assisting town patrolling, such as the police station for military police headquarters, separate detention cells, and the use of their communications.

d. The military authorities should render all possible assistance to the civil authorities within the limitations of existing laws, orders, and regulations. (See par. 14a).

26. RELATIONS WITH CIVILIANS. Liaison should be established and maintained between the military authorities and the civilian businessmen; in particular, the owners and operators of restaurants, taverns, and dance halls frequented by service personnel. The officer in charge of the town patrol can explain to the representatives of the businessmen the policy he intends to follow in town patrolling, and why he may or may not have the military police visit business establishments in the course of their patrolling. He may also request that establishments serving alcoholic beverages refrain from selling excessive amounts to men in uniform; and that proprietors notify the military police of any disorderly conduct by servicemen. Business establishments disapproved for patronage by military personnel through failure to meet prescribed military standards are declared "off limits" by the commanding general of the service command in which they are located. (See par. 19.)

27. TOWN PATROLLING IN THEATER OF OPERATIONS. a. The technique and general purpose of town patrolling in the theater of operations are much the same as in the zone of the interior. Additional problems in the theater of operations may include differences in language, customs, and standard of living between the native population and service personnel, the absence of adequate assistance from local police, the presence of troops of allied nations, the probability of enemy attack, and the more vigorous emotional outlets of troops in the theater of operations.

b. In the theater of operations, military police on town patrol duty can and must be of even more aid and service to the troops than in the zone of the interior. They should become as familiar as possible with the language, customs, rates of exchange, locations of places of interest, important military and civilian locations within the area, and other matters on which they can advise and help the troops.

28. TOWN PATROLLING IN CAPTURED OR OCCUPIED TOWNS. In addition to their normal duties, the military police town patrols perform the following duties in captured or occupied towns:

- a. Enforce curfew and blackout regulations.
- b. Collect weapons in the hands of the civilian population when so ordered by competent authority.
- c. Prevent pilferage and looting.
- d. Supervise the collection and distribution of foodstuffs to the civilian population when so ordered by competent authority.
- e. Supervise the civilian police.

Section II. TECHNIQUE OF PATROLLING

29. POSITION OF MILITARY POLICEMAN. While patrolling, the military policeman walks along the outside of the sidewalk. This enables him to—

- a. See farther down the street.
- b. Be readily seen and contacted by the officer of the day or by a motor patrol.

- c. Be less easily attacked from doorways.
- d. Be less easily struck by objects aimed at him from upper story windows.

30. METHOD OF PATROLLING. The military policeman on town patrol should—

a. Locate and keep in mind all potential trouble spots, such as bars, cafes, taverns, skating rinks, and dance halls.

b. Visit potential trouble spots frequently and at irregular intervals, closely observing the conduct of military personnel. Check as many as possible near closing time. When checking a place, the military policeman makes his observations in a businesslike manner, not as though looking for trouble. He avoids giving the appearance of loitering.

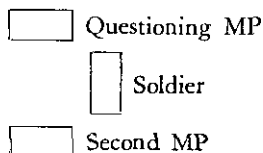
c. Check all alleys, back doorways, or other means of entrance and exit. In case of trouble, a front entrance may be jammed, or it may be desirable to enter by a rear door.

d. Make the acquaintance of newsboys. Most of them are very observing and may be good sources of information.

e. Know the location of public buildings, hospitals, churches, hotels, depots, telegraph offices, places of amusement, police call boxes, and fire alarms.

31. METHOD OF APPROACH. a. In approaching a soldier who is to be questioned, the military policeman must remember that his first words will either create a situation which he controls, or precipitate trouble. Only one military policeman does the questioning. The voice should be kept low but distinct; loudness should be avoided. The voice should carry a tone of quiet authority and friendliness. The soldier being questioned should never be given the impression that he is being placed in a situation out of which he must fight his way.

b. Military policemen should take the following positions when approaching a soldier:



A direct frontal position makes the military policeman vulnerable to a sudden blow to the stomach, an uppercut, or a knee in the groin. He stands with the soldier to his left, so that his sidearm cannot be suddenly taken from him. The other military policeman stands by alertly, also avoiding a frontal position.

32. MAKING AN ARREST. a. There is no ironclad rule to be used in determining whether a soldier should be taken into custody. Each case must be determined on its own merits. The military policeman must use his own judgment, basing his decision on the soldier's actions and condition. However, the following objectives must be kept in mind:

(1) All military personnel who have been drinking excessively or who appear likely to provoke trouble should be removed from the public view and protected from possible harm.

(2) Personnel referred to in (1) above should be returned to their organizations fit for duty the next day.

b. A military policeman must never get into an argument with his partner about the way a case is to be handled. Differences of opinion must never be settled in public.

33. HANDLING PRISONERS. a. When an individual is taken into custody, he must never be given an opportunity to get into a position of advantage. The military policeman states, "You are under arrest." As soon as a prisoner has been removed from a crowd or a building, he is rapidly searched for concealed weapons. If two prisoners are to be handled, they should either precede or be placed between the military policemen.

b. A club is used only when such use can be justified. Head blows must be avoided; blows to the shoulder, arm, leg, or stomach subdue the individual without bloodshed or serious injury.

34. SECURING PRISONERS. a. A prisoner is normally handcuffed by securing his hands behind him. Handcuffs can be a dangerous weapon on the wrists of a determined prisoner who is able to swing his arms. If it is desired to

secure a prisoner's hands in front of him, his belt should be passed over the chain of the cuffs between his hands. Another method of preventing freedom of motion is to secure the hands of a seated prisoner under his knees.

b. Four men can be held in one group with two pairs of handcuffs by placing the chain of one pair of handcuffs on the wrist of a man and fastening one cuff of the other pair of handcuffs around both chain and wrist. The three remaining men are then secured by one wrist in each of the other three cuffs.

35. TRANSPORTING PRISONERS. Objects which might be used as weapons must be removed from all vehicles used in transporting prisoners. When $\frac{1}{4}$ -ton trucks are used, care must be taken that the tool compartments are locked. If one prisoner is placed in a $\frac{1}{4}$ -ton truck, he should be seated on the right of the rear seat and a military policeman on the left where he can best control the prisoner. If two prisoners are transported, the second prisoner should occupy the right front seat.

36. WALL METHOD OF SEARCH. a. This method of search is based on the principle of rendering the suspect harmless by placing him in a constrained and awkward position. It is particularly useful when one or two men must handle several suspects. Any upright surface, such as a wall, a vehicle, or an embankment, may be used. Each suspect faces the wall and leans against it, with his hands upraised and wide apart. His feet are well apart and as far back as he can get them without falling on his face. His head must be kept down.

b. The position of the searcher depends on the hand he will use for searching, assuming that he will hold his pistol in the other hand. If the right hand is to be used for searching, the suspect on the right will be searched first. The searcher's right leg is placed in front of the suspect's right leg, so that if the suspect offers any resistance, his leg can be pulled from under him. If the left hand is used for searching, the procedure is reversed. From this position, the searcher can see all the suspects in the line and will be ready to deal with the suspect on the right if necessary.

c. In event there are two suspects to search, after the first suspect has been searched, the second is made to change places with the first, both suspects keeping their hands well up during the shift. If there are three or more suspects to be searched they are lined up with a searcher on the right and usually an assistant on the left. The suspect at the right of the line after being searched moves to the extreme left of the line, and each suspect moves one place to the right. The searcher has complete observation of the entire group at all times. This method of moving each searched suspect to the flank is used even when the searcher has an assistant. The assistant stands away from the line and well to the left of the searcher so that neither will be in the line of fire of the other.

d. While he is taking position, the suspect should never be touched or approached too closely. He may suddenly turn and disarm or knock out the searcher.

e. *Do not pat* when searching. Thin flat objects will be missed if this is done. The hand is *run* over the suspect's entire body. It must be borne in mind that a weapon may be concealed anywhere.

f. Female members of the Armed Forces will not be searched by military police.

CHAPTER 4

CONTROL OF MOVEMENTS OF INDIVIDUALS

Section I. GENERAL

37. GENERAL. a. The enforcement of regulations, relating to movements circulation of individuals, both military and civilian, is an important duty of the military police. In general, it involves personal identification and verification of permission or authority to be in a certain locality during a specified time. The degree of control exercised should be minimum necessary to obtain the desired results.

b. For vehicular traffic control, see chapter 5.

38. PURPOSE OF CONTROL. Control of circulation of individuals may be required both in a zone of the interior and in a theater of operations for the following principal purposes:

- a. Facilitating military operations.
- b. Aiding in the exercise of military government or martial rule.
- c. Safeguarding property from theft or sabotage.
- d. Apprehending criminals and unauthorized absentees.
- e. Apprehending hostile sympathizers and agents.
- f. Restricting entry to certain buildings or localities.
- g. Regulating crowds.

39. IDENTIFICATION AND AUTHORIZATION.

a. The system of controlling circulation depends largely on means of identification and authorization. These means include uniforms, badges, insignia of office or military rank, identification tags and credentials to determine identity; and permits, passes, and orders, to verify authorization. Military police must be thoroughly familiar with the current means

of identification and authorization, and also with the various practices of falsifying these means.

b. Provost marshals are frequently required to establish a system of passes or permits for authorization purposes. (See TM 19-25.)

40. EXAMINATION. a. The enforcement of measures controlling circulation requires a thorough examination by the military police of means of identification and authorization. Personal descriptions in identification documents should be carefully checked to establish the identity of the bearer as the authorized holder; time and locality limitations in authorization papers should be examined to determine whether the individual has permission to be where he is at the time. This examination should be so conducted that individuals with proper credentials are not unduly delayed or inconvenienced.

b. Military police patrols are frequently detailed for the sole purpose of checking identification and authorization. All patrols, whether on general or special missions, are always on search for individuals whose custody is desired.

c. Individuals may be required to report for examination of identifications and authorization documents to military police headquarters or to some specific checking point upon arrival in an area. For convenience to travelers, special examining posts are usually established at points through which an appreciable amount of traffic passes, such as rail or motor depots, boat landings, road intersections, or easily identified places at boundaries and on routes of communication.

d. In theaters of operations and in other areas under military jurisdiction, a thorough canvass of all persons in a particular area may be conducted by the military police, when necessary, for the purpose of arresting unauthorized absentees or other individuals whose apprehension is sought.

41. DETENTION OR ARREST. a. Individuals failing to possess proper identification or adequate evidence of authority to be present in a particular locality should be detained or arrested, as may be prescribed by the responsible commander.

b. Persons arrested for either suspicious conduct or espionage are carefully searched at once; two or more persons arrested at the same time are separated immediately and allowed to communicate only with authorized persons. Prompt report of such arrests is made to the Military Intelligence Service.

c. For arrest in general, see paragraph 16.

42. FACILITATING CIRCULATION. a. One of the purposes of detailing military police to duty at peaceable assemblies or at points through which large numbers of individuals pass is to facilitate movement. By distributing information leaflets or maps, by posting appropriate signs, and by furnishing oral directions and other pertinent information, the military police expedite movement.

b. At railroad and bus stations, airports, and boat landings, military police on duty assist military travelers by furnishing information on such matters as local regulations, schedules, transportation facilities, baggage regulations, accommodations, military installations, and points of general interest.

43. UNAUTHORIZED ABSENTEES. a. The apprehension of unauthorized absentees from the military forces is an important duty of the military police. Unit commanders should facilitate the apprehension of unauthorized absentees by prompt reports on W.D., A.G.O. Form No. 45 to appropriate headquarters. (See AR 615-300.) These reports should be made available to the military police of the command, to military police in localities in which the absentee may be located, and frequently to the local civil police. When an unauthorized absentee is taken into custody, or is otherwise accounted for, all concerned should be advised immediately on W.D., A.G.O. Form No. 46.

b. Provost marshals of larger units in a theater of operations prepare a weekly list of military personnel reported absent without authority. The names and descriptions of alleged deserters are reported promptly to higher headquarters. Weekly lists of absentees and list of apprehensions prepared by higher headquarters are widely circulated to aid military police engaged in apprehensions.

c. Upon apprehension, an unauthorized absentee is normally taken into custody and either ordered to return to his organization direct or turned over to the nearest headquarters for return. Whatever disposition is made of him, the military police should submit promptly a report to the soldier's commanding officer, setting forth all information pertinent to the offense.

Section II. STRAGGLERS

44. GENERAL. a. A straggler is a soldier who has become separated from his organization without authority. Straggling is most prevalent in the area of combat. The control of straggling, and the prompt return of stragglers to their organization, is a primary function of the military police.

b. Straggling occurring during marches of regiments and smaller units is usually controlled by unit commanders. In marches of larger units, military police patrols march in rear for purposes of straggler apprehension.

c. Military police at railroad and bus stations and at boat landings collect stragglers and arrange to have them join their units. Personnel remaining without authority in areas from which troops have departed are apprehended by detachments of military police, which patrol billets, places of amusement, and other points.

d. Military police on traffic control and on other missions have straggler apprehension as an additional duty, but it should not prevent them from the proper discharge of their primary assignments.

45. STRAGGLERS IN DIVISION AREAS. a. Installations. (1) Straggler control in the combat area is facilitated by the designation, usually in division administrative orders, of a "straggler line." This line, which normally consists of a series of straggler posts connected by patrols, may be extended across the division zone of action or sector immediately in rear of the assault echelon. It may follow easily identified terrain features, which intersect lines of drift to the rear. Division orders designate successive straggler lines

to be occupied at the direction of the division commander. "Straggler collecting points" are designated straggler posts at which stragglers are assembled from other posts for return to their units or evacuated to the rear.

(2) Divisions engaged in rapid movement may maintain straggler lines by motorized patrols instead of by fixed posts.

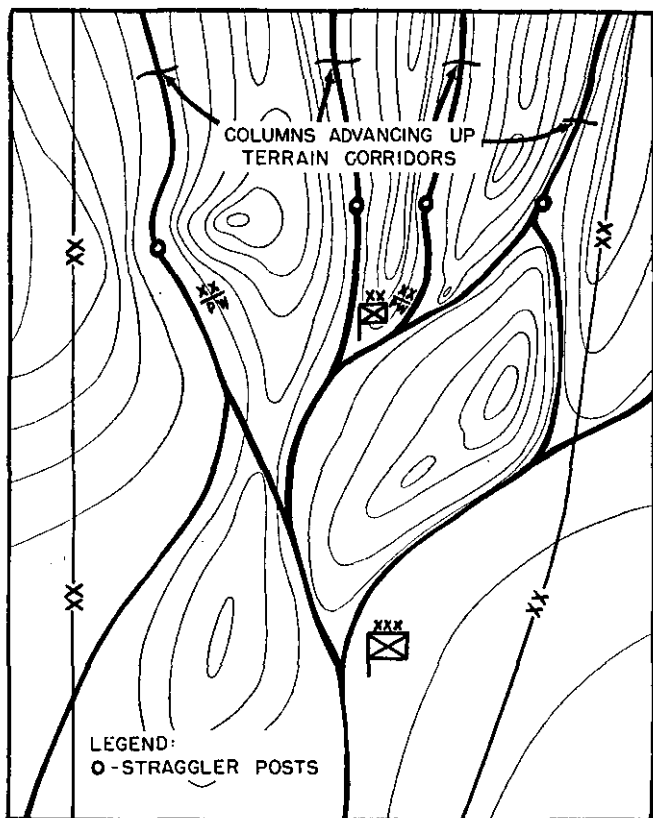


Figure 2. Straggler posts are located on lines of drift of personnel from the front.

b. Straggler posts. (1) Straggler posts usually consist of not less than one noncommissioned officer and four privates. These posts are located on lines of drift of personnel from the front and preferably at points concealed from hostile observation and defiladed from small-arms fire. (See fig. 2.)

(2) Personnel at straggler posts should know the location of straggler posts on the right and left, the nearest straggler collecting point, the nearest prisoner of war collecting point, the nearest medical aid station and collecting station, and the routes to each.

(3) Patrols for apprehending stragglers operate from straggler posts. At each post a local standing patrol apprehends stragglers from the immediate vicinity. A straggler patrol usually consists of from two to four military policemen. Routes of these patrols cover crossroads, road or trail junctions, bridges, defiles, and other favorable points for interception of stragglers on their way to the rear. (See fig. 3.)

(4) Patrols on straggler duty examine all individuals passing to the rear; they also search all vehicles for hidden stragglers. Packages and bundles carried by all individuals going to the rear are examined; persons carrying unauthorized articles or plunder are arrested pending further investigation. All soldiers absent without proper authority are detained, including those accompanying the wounded to the rear unless members of the Medical Corps.

c. Straggler collecting points. Straggler collecting points are operated in a manner similar to other straggler posts except that here arrangements are made to prepare stragglers for re-entry into combat by furnishing them weapons, ammunition, food, and drink, if available. Stragglers who appear to require medical attention or who profess to be physically unfit are evacuated to the nearest aid station. Stragglers in a desperate state of mind or exhausted, may be provoked to violence unless treated with understanding; it may be necessary to relieve these stragglers of their weapons before giving them medical attention. Each collecting point maintains a record of all individuals detained and the disposition made of them. (See fig. 4.)

d. Escorts. Military police usually escort stragglers from collecting points to the nearest point of contact with their

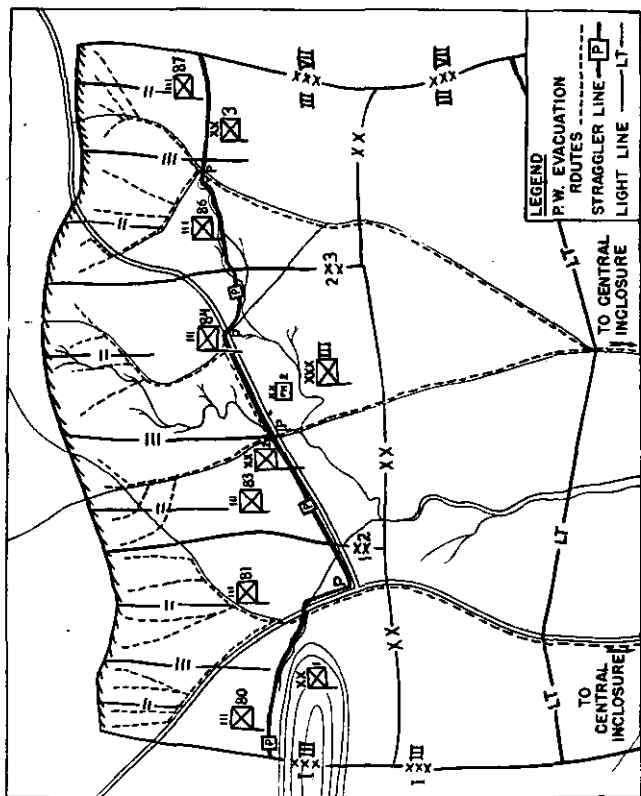


Figure. 3. Straggler patrols cover routes favorable for interception of stragglers.

organizations. Stragglers may be returned to their organizations on unit ration supply trucks. Units not in contact with the enemy collect their stragglers from military police at the collecting points. Stragglers who have become separated from their organizations through no fault of their own, particularly if they are officers or noncommissioned officers, may be furnished the necessary directions to reach their organizations and placed in charge of a group of soldiers being



Figure 4. Straggler collecting points are locations where stragglers are examined whether or not they are to re-enter battle or to be evacuated.

returned to the same unit. Stragglers from units other than those of the division are handled in accordance with administrative instructions from higher authority.

e. **Displacement of straggler lines.** When a straggler line is displaced forward, military police patrols comb the area between the old and new straggler lines.

46. STRAGGLERS IN REAR AREAS. a. In rear areas, traffic control posts and patrols act also as straggler posts, collecting points, and patrols, where arrangements are made for the return of stragglers to their respective units. Stragglers are booked by the arresting military policeman and turned over with a report to corps or division military police. Where a group of stragglers are apprehended, detachments from reserve units may be ordered to assist the military police. If a large number of stragglers is anticipated, it is advisable to establish straggler collecting points near ration dumps, due to the accessibility of rations and transportation.

b. In emergencies, released hospital patients and replacements may be sent to their units through straggler collecting points. When they are sent through collecting points, the Army military police should be furnished with a list of patients or replacements. They should also be provided with additional transportation by higher authority in order to facilitate the movement through the straggler collecting points and straggler posts.

c. When many stragglers are believed at large in a rear area, a systematic combing of that area may be required; in this work, higher authority may direct that the military police be assisted by other troops. As the drift of stragglers in rear areas will be toward kitchens, kitchen areas should be patrolled.

47. REPORTS. Each provost marshal of a tactical or territorial command reports daily to his immediate commander the name, organization, circumstances of apprehension, and disposition made of stragglers who were collected by the military police directly under his control during the preceding 24 hours.

Section III. CIRCULATION OF CIVILIANS

48. CIVILIANS WITH MILITARY FORCES. In theaters of operations, special privileges for travel are accorded to civilians attached to or accompanying the military forces, such as technical observers, U. S. Government employees, newspaper correspondents, radio news commentators, photographers, and personnel of the Red Cross and United Services Organizations. Special provisions are also made for authorized visitors. Distinctive uniforms and brassards are required for persons in most of these categories. All must carry documentary identifications which are subject to inspection by the military police. (See FM 30-25 and 30-27.)

49. LOCAL INHABITANTS. a. The circulation of the inhabitants of the combat zone and occupied territory is closely regulated by the military police in cooperation with civil affairs officers. Documentary means of identification and authorization may be required for civilians as well as military personnel in all or part of the theater of operations.

b. The military police must watch carefully the activities of approved itinerant vendors. This class of dealers is frequently of doubtful morality; many are thieves and some are spies. The vehicles of such persons should be searched from time to time by the military police in order to insure that they contain only articles approved for sale.

50. MASS MOVEMENTS IN THEATER OF OPERATIONS. a. Mass movements of civilians, whether compulsory or voluntary; within a theater of operations, are made under military police control.

b. Evacuation of civilians from dangers of the combat zone usually results in mass movement requiring special measures of control and administration. Provost marshals are generally assigned supervisory responsibilities by the theater or other area commander in connection with the operation of the evacuation centers. The refugees may first be directed to assemble in convenient refugee evacuation centers on principal designated routes to the rear. Here they are furnished food, clothing, and medical attention where necessary. Local civilian authorities and welfare agencies assist

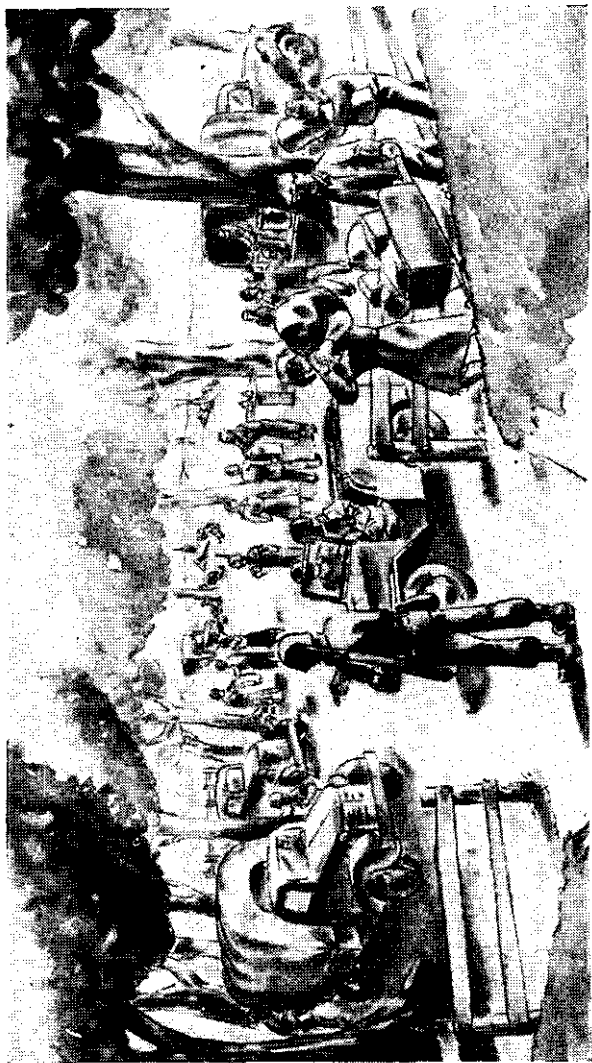


Figure 5. Refuge evacuation area. From evacuation centers, refugees are moved in small groups under close military police supervision to evacuation areas.

in the care and evacuation of the refugees. Local supplies and transportation are used to the fullest extent.

c. From evacuation centers the refugees are moved in small groups under close military police supervision to evacuation areas. (See FM 100-10.) Control of these movements requires careful planning, thorough organization, and strict enforcement of traffic regulations in order to avoid interference with military operations. (See fig. 5.)

d. Mass evacuations, particularly during retrograde movements of the military forces, enable enemy agents to pose as refugees. By spreading rumors, misleading information, and false orders, these agents seek to destroy the orderly process of the evacuation, to cause refugees to block roads vital to the military operations at hand, and otherwise to confuse, congest, and impede the successful functioning of the Armed Forces. Counterintelligence personnel are assigned to apprehend these enemy agents.

51. RELATIONS WITH CIVIL POLICE. In occupied territory, the military police supervise the police of the civil government in the control of circulation of civilians, in the apprehension of individuals sought for questioning or for trial, and in all local police matters.

CHAPTER 5

TRAFFIC CONTROL

Section I. GENERAL

52. NATURE AND PURPOSE. a. Traffic control is the regulation of travel on roads to assure the safety and free movement of traffic. It provides for orderly and efficient road use by the elimination of conflicts or the reduction of interference caused by unavoidable conflicts.

b. While many different factors bear upon the efficiency of motor transport operations, none is more important than traffic control, nor can efficiency be secured without good performance in this field. Accidents and congestion, whatever their direct causes in specific cases, must be regarded as evidence of inadequate traffic control.

c. Military traffic is regulated both by march discipline, which is the responsibility of individual unit and column commanders, and by independent traffic control, in which the military police play an important part. While having the same basic objective, the two forms of control are quite distinct and must be recognized as such. Traffic control supplements discipline, which relates to internal control of march units, by providing for the proper accommodation of the requirements of all traffic on a roadnet, including military convoys, independent military vehicles, and civilian traffic.

d. Control is necessary whenever traffic moves on roads. There is, however, great variation in the degree necessary under various conditions. The control imposed may range from merely specifying general rules of the road which drivers must observe to elaborate regulation of all movements in accordance with fixed routing and time schedule plans.

e. Military traffic control is generally similar to civil traffic

control, but differs in certain important respects due to the nature of military traffic and its purpose. These differences make control more difficult and require certain modifications of control technique. Distinctive characteristics of military traffic include column movements, schedules, priorities, and march discipline. Most important aggravating factors are enemy interference, blackout operation, changing traffic requirements, and necessary concentrations of large numbers of vehicles in small areas.

f. The most important fact about military traffic, which must always dominate control planning and execution, is that its purpose is furtherance of tactical missions. Traffic efficiency, in the sense of freedom from accidents and congestion, is not an end in itself. That degree and type of efficiency of movement must be sought, through control, which assures fulfillment of the tactical mission of motor transport. Consideration of this often demands that military traffic control practices vary somewhat from those observed in civil practice.

53. IMPORTANCE. a. The relation of motor transport to combat effectiveness emphasizes the importance of good traffic control. Mobility is the basis of all operational success. Unless tactical movements of troops can be executed quickly and supply operations maintained in the necessary manner, the striking power of an army is severely restricted and its security from enemy attack is greatly impaired.

b. Motorization greatly increases the potential mobility of an army, but this alone is not sufficient. Road congestion prevents effective use of motor vehicles. The greater the amount of traffic, the greater the danger of such congestion, and the greater the potential speed of a motorized force, the greater the loss of mobility when traffic flow is blocked. Traffic control operations, upon which prevention of road congestion primarily depends, are therefore critically important to tactical success.

54. BASIC DOCTRINE. Good traffic control depends upon efficient performance and close coordination of efforts of those agencies charged with aspects of this work. The following is the basic doctrine on traffic control. Elements

of special importance to military police will be subsequently elaborated upon herein.

a. Preparation of traffic plans is the responsibility of the G-4 division of the staff of a division, corps, or army, which coordinates the needs and plans of various staff sections, arms, and services. Road reconnaissance, recommendations to G-4, sign posting, and sometimes aid in execution, are engineer jobs. Execution of the plan—the actual regulation of traffic—is assigned to the military police, under the direction of the provost marshal. Control duties are performed by a special traffic unit within the military police organization.

b. Because traffic control must serve primarily to further tactical requirements in respect to troop movements, supply, and evacuation, it must be closely coordinated with tactical plans. Plans of each unit must also be coordinated with plans of adjacent units and of higher authorities.

c. The basic attributes of a good traffic control plan are simplicity and flexibility. It should not be organized on a more elaborate basis than circumstances require, and should be capable of rapid modification under changing conditions. (See FM 100-10, 5-5, and 25-10.)

55. MILITARY POLICE DUTIES. a. The general responsibility of the military police for plan execution involves many specific functions. The manner in which military traffic police operate and the relative importance of their various responsibilities vary with the conditions under which control is exercised, and the type and degree of control in effect. Thus, in a combat zone their primary duty is to keep traffic moving in accordance with tactical requirements, and ability to act quickly and effectively in emergencies is of prime importance. Along communication lines further to the rear, control will often consist primarily of regulation and enforcement activities in connection with scheduled traffic movements of a more fixed and routine nature. In the zone of the interior, the escorting of columns, to assure their proper progress with the minimum necessary interference with civilian traffic, is the most common military police traffic control duty.

b. Success of a traffic circulation plan rests directly on the quality of its execution, which, in turn, depends on the

quality of the control plan and the work of every man engaged in its execution. It must be remembered that the responsibility of the military police is to provide good traffic operations; this calls for more than routine supervision of the execution of a circulation plan as it automatically develops. Few plans work out as anticipated; effective modification by military police is often necessary. This further emphasizes the importance of their work.

c. (1) Their specific duties include the following:

(a) Regulating flow at points of actual or potential conflict, including such bottlenecks as intersections and one-way defiles.

(b) Enforcing traffic regulations and orders.

(c) Escorting columns.

(d) Patrolling routes.

(e) Furnishing information.

(f) Emergency rerouting of traffic.

(g) Handling traffic accidents.

(h) Clearing traffic jams.

(i) Reporting traffic movements.

(j) Reporting necessary road maintenance.

(k) Recommending traffic control and road improvements.

(2) As a basis for performance of these duties in the proper manner, military police are also charged with the conduct of reconnaissance of traffic control requirements.

d. Successful performance of these duties requires knowledge and skill, alertness and constant attention to duty, and a proper concept of the purpose of the job. Effective traffic regulation is not easy but it can be accomplished if these requirements are met.

Section II. ELEMENTS OF CONTROL

56. CAUSES OF TRAFFIC PROBLEMS. a. To understand control requirements, traffic personnel must understand why traffic often operates inefficiently—why accidents and congestion occur. Traffic troubles are due to the constant presence or threat of conflicts. These are of four types:

(1) Between vehicles on intersecting courses.

(2) Between vehicles meeting head-on.

(3) Between vehicles moving along a road and other vehicles, persons, or objects at the edge of or immediately adjacent to the road.

(4) Between vehicles proceeding at different speeds in the same direction.

b. These conflicts, producing either collisions or congestion, are due to many causative factors including deficiencies of roads, vehicles, and drivers. The first and last mentioned are most important. Most roads present numerous opportunities for conflict. Through ignorance, lack of skill, physical incapacity, carelessness, or recklessness, drivers aggravate the potential hazards and bottlenecks of roads.

c. It is important to recognize that traffic inefficiency is caused by these conflicts and that by eliminating them traffic can be moved with greater safety and less delay. Traffic inefficiency need not be tolerated as inevitable.

d. However, it is equally important to recognize that both the causes and the corrective measures are numerous. The traffic problem cannot be blamed on one or a few faults, nor can one or a few types of control measures solve it. Effective control is secured only by a comprehensive program which gives appropriate attention to each phase of the problem in accordance with its nature and importance.

57. TREATMENT OF TRAFFIC PROBLEMS. a.

General. (1) There are two general approaches to the elimination of traffic troubles: first, provide better traffic facilities and, second, provide better use of present facilities. The first is obviously more desirable but is not always immediately possible of accomplishment. In practice, both methods must be employed so far as possible. Redesigning and new construction work must be done to eliminate or minimize certain conflict points. Traffic flow routing and regulation and enforcement of traffic rules and orders must be provided to compensate for other sources of conflict.

(2) All conflict elimination is done in terms of "time" and "space" separation of traffic. Examples of time separation are the regulation of traffic flow through an intersection, and scheduling of column movements along a route. Examples of space separation are underpasses and one-way routes.

(3) There is naturally considerable variation in the methods used to meet various traffic control problems. As a general rule, the method which does the job most easily and with minimum restriction of traffic is always best. What is done in a given situation depends on requirements and possibilities. In the application of general methods of control to military needs, two basic control systems and three basic control techniques are employed which affect and determine the nature of the traffic work of military police.

b. Control systems. (1) The two systems are—

(a) *Organizational.* Traffic control organized for a particular column to assure priority of movement over or proper integration with other traffic encountered along on its route.

(b) *Area.* Traffic control organized to handle all traffic moving over a certain roadnet in accordance with regulations and orders in effect thereon.

(2) Organizational control is used chiefly in movements of individual units when conflict with civilian or less important military traffic is the main problem and existing control along the route is inadequate for proper accommodation of the movement. Area control is used chiefly when large-scale traffic operations are being conducted, and when a single, unified control over all traffic on a roadnet is necessary. When several units have conflicting requirements, area control is obviously necessary.

(3) Under organizational control, traffic personnel are assigned to escort a column; they regulate traffic only along the route traveled by the column and only so far as necessary to assure its free movement, with a minimum of necessary interruption of other traffic. Under area control, traffic personnel are assigned to point duty and patrols to regulate all traffic moving within or through that area in accordance with the circulation plan in effect. Escorted columns moving through an area thus controlled are subject to traffic orders in effect therein and to the directions of traffic control personnel enforcing them.

c. Control techniques. (1) The three control techniques are:

(a) Intersection regulation (also regulation of other bottlenecks).

(b) Escort.

(c) Patrols.

(2) A combination of intersection regulation and patrols is normally required in area control; escort is most often used in organizational control. However, an escorted column will often move through a controlled area. Also, patrol and escort personnel often do intersection duty, and many other traffic duties are performed by personnel whose basic assignment may relate to any one of the three. All elements of control are thus interwoven. Each technique must be used to best advantage, and all must be coordinated into a good control plan.

d. **Military considerations.** As previously indicated, military traffic control involves the application of general methods, many common to civil practice, with certain modifications dictated by character and purposes of military traffic. Priorities, schedules, and march methods influence intersection traffic flow regulation. Tactical requirements affect speed of movement and traffic density. These and other influences are of such importance that military police must be generally familiar with them and specifically acquainted with their effect in given situations, as indicated by traffic orders.

Section III. CONTROL PLANNING

58. **GENERAL.** a. The plan of traffic control is based upon an approved plan of traffic circulation. The latter is normally shown by means of a circulation map. (See fig. 6.) A plan of traffic control is just as important as is a plan of traffic circulation. Military police personnel for traffic control are effective only if properly employed. Improperly placed, improperly functioning, or uncoordinated, they are of little or no value. No matter how well each individual might do his assigned job, control would be likely to break down. To insure proper operation it is necessary to have reconnaissance of control needs so that a real control plan, adapted to the circulation plan and providing for all contingencies which may reasonably be anticipated, may be developed.

b. Similarly, control operations must be continuously

adapted to tactical requirements. This demands close liaison between the military traffic police commander and the staff, so that all information essential to both initial control planning and subsequent plan modification may be secured as promptly as possible.

c. Under some circumstances time will not be available, due to rapidly changing tactical situations, for thorough reconnaissance and planning. Under such conditions, best possible control must be initiated as quickly as possible, followed by subsequent more careful evaluation of actual control requirements and consequent modification of control operations. When this is done, the most comprehensive coverage of the roadnet possible should be instituted at the outset to help assure adequate control pending a more selective plan based on further information. Although this procedure will often have to be followed, military police commanders should be thoroughly familiar with and prepared to initiate reconnaissance and planning procedures to be followed under more favorable conditions so that full advantage may be taken of all opportunities for their application.

59. RECONNAISSANCE. Reconnaissance consists of collection of all data necessary to proper planning. Many pertinent facts will often be readily known or apparent or will be contained in orders regarding traffic movement. Actual field reconnaissance is also necessary in most cases to check validity of reported facts and to secure some data not otherwise available.

a. **Engineer liaison.** Whenever possible, military police traffic reconnaissance should be conducted jointly with engineer reconnaissance. This will help to establish, initially, close coordination of military police and engineer activities affecting traffic movement, and will facilitate proper determination of control requirements. While the primary purpose of military police reconnaissance will be the procurement of information necessary to formulation of a control plan, an important corollary job is that of making constructive suggestions to engineers in regard to the plan of circulation and control, placement of traffic control devices, and road construction. The viewpoint and thoughts of

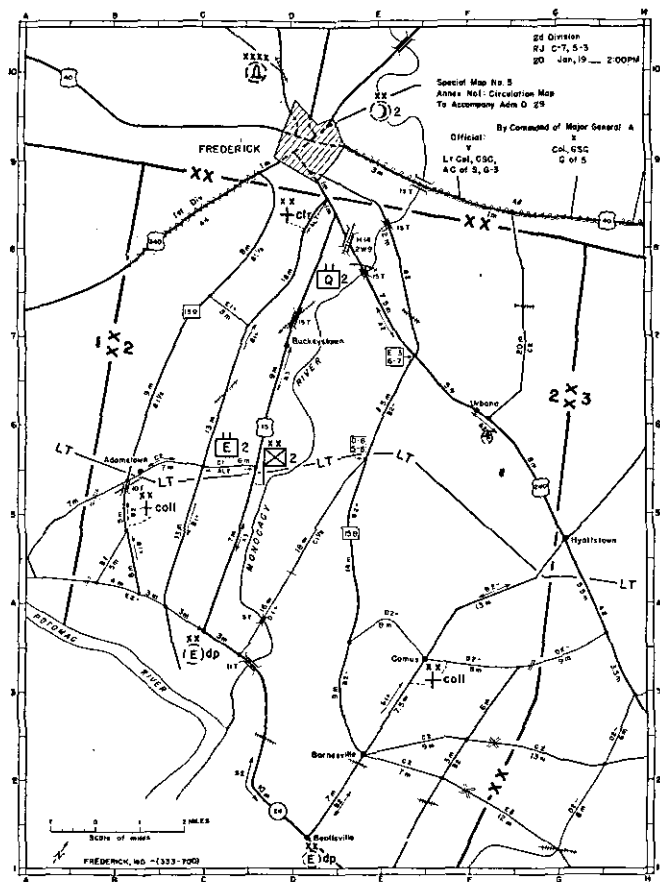


Figure 6. Traffic circulation map.

Notes (fig. 6). Symbols listed below may be used to present traffic information in convenient and concise form on traffic maps. Other map symbols are covered in FM 21-30. Road information shown on a traffic map applies throughout the length of road between points shown by heavy dots or cross bars.

1. Road types.

	Type of surface		
	All weather		Earth
Physical characteristics	Paved; such as concrete, bituminous, brick or other pavement.	¹ Improved; such as gravel, crushed rock, stabilized soil, select granular material, or other wearing material.	Unimproved; dusty when dry; muddy when wet.
Good road (gentle grades, gradual curves, smooth surface, good foundation).	A	C	E
Poor road (steep grades, sharp curves, rough surface, or poor foundation).	B	D	F (Probably impassable in wet weather)

¹Includes roads of these materials treated with a dust palliative or covered by a bituminous surface treatment or seal coat.

2. Traffic lanes.

- 1, 2, 3, etc.. Placed after road type symbol indicate suitability of road for continuous traffic in one, two, three, etc., lanes respectively.
- 1+ One-lane roadway having occasional passing locations and suitable for very light two-way traffic.
- 1½ One-lane roadway having frequent passing locations and suitable for light two-way traffic.
- 2— Two-lane roadway having occasional one-lane defiles and suitable for moderate two-way traffic.

3. Road information.

- H Followed by numeral indicates clearance height in feet between surface of roadway and overhead obstruction.
- W Followed by numeral indicates clearance width in feet at most critical location. Symbol is preceded by numeral to indicate more than one such lane (for example, 2 W 9 indicates 2 separate lanes, each of which provides a clearance width of 9 feet).
- T Preceded by numeral indicates tonnage limitation.
- Mi Preceded by numeral indicates distance in miles.

✓ Followed by dash and numeral indicates average interval of time (time-distance) in minutes required by motor vehicles during daylight to travel section of road shown.

-  Proposed road block.
-  Prepared but passable road block.
-  Completed road block.
-  Railroad grade crossing.
-  Railroad above road.
-  Railroad beneath road.
-  Boundary between two sections of roadway.
-  Impassable road.
-  Bridge.
-  Tunnel.
-  Rotary traffic.
-  Turn-around location.
- 

4. Traffic control.

-  One-way traffic
 -  Two-way traffic
 -  Alternate one-way traffic (road-way used in either direction, alternately)
- } Supervised roads (directions of permissible movements shown by arrow).

-  Dispatch route (operated by schedule system).
-  Reserved route (can be used by specified traffic only).

  Federal and State route markers, respectively.

 Military route marker.

  Traffic post (or unit); traffic headquarters.

 Conventional sign for marked road intersection (Atlas grid system).

 Line beyond which any lights (including blackout lights) are prohibited.

military traffic police will be helpful in development of a sound plan, and will often help to minimize needs for regulation and, in other ways, simplify control work.

b. **Essential data.** (1) From the standpoint of traffic control requirements, military police reconnaissance should seek to determine—

(a) Locations where control personnel will be required.
(b) When and for what periods they must be assigned.

(c) Control techniques to be employed.
(d) Proper organization of control areas and location of control points.

(e) Equipment requirements.
(2) All decisions cannot be made prior to development of the circulation plan and issuance of traffic orders, but much of the work can be done concurrently, and familiarity with the roadnet will facilitate various phases of control planning.

(3) Special attention should be given to estimation of emergency conditions most likely to develop and to measures which may be taken to prevent traffic difficulties under such conditions. By locating likely bottleneck points in advance, control measures may often be taken which will prevent development of critical congestion. Familiarity with the roadnet will facilitate advance planning of suitable alternative routings in emergencies.

c. **Civil authorities.** Whenever feasible, reconnaissance work should include contacting the appropriate civil traffic authorities in the area. They can often provide helpful suggestions and valuable information, otherwise difficult or impossible to secure, which will be of great assistance in planning control measures. Moreover, establishment of liaison with them as early as possible will facilitate subsequent coordination of civil and military traffic regulation activities. This applies only when operating in friendly territory. In the zone of the interior, liaison between civil and military authorities is facilitated by the existence in each State of Highway Traffic Advisory Committees, and special procedure and forms for the conduct of traffic control reconnaissance with the cooperation of the police and engineering representatives on such committees.

d. Personnel and equipment. (1) Reconnaissance parties will vary in size, depending on such factors as the scope of the job and time available. The conduct of extensive field reconnaissance in strange territory may require a detail of several men, whereas one man may perform the job in a simpler situation. A qualified officer should be responsible for reconnaissance and should be in charge of details for this purpose.

(2) Equipment required will also vary with circumstances. Suitable transportation is necessary for field reconnaissance; in forward areas, armored vehicles should be provided or the detail should accompany security detachments. Radio communication with unit headquarters is desirable, both for reconnaissance parties to relay information to headquarters when speed is essential, and also for headquarters to advise reconnaissance parties of additional data desired or new developments which will affect the scope or nature of their work. Best available maps of the area should be provided. Recent aerial photographs are desirable if maps are unavailable or out of date.

(3) Other desirable equipment includes compasses, sketching and note-taking materials, and flashlights (when use is permitted). Cameras may be useful in some cases for recording essential data. When joint reconnaissance is conducted by military police and engineers, these and possibly other desirable items of equipment may be pooled for joint use.

e. Preparations. (1) Upon issuance of a directive calling for traffic control reconnaissance, the provost marshal, usually through a designated military traffic police officer, should immediately make preparations for its conduct. The following data should be ascertained as a basis for planning the reconnaissance:

(a) Time available.

(b) Tactical situation and requirements directly affecting traffic control. This is of great importance and should be thoroughly investigated both as an aid to field reconnaissance parties and to officers charged with subsequent control planning.

(c) Pertinent information bearing on traffic control planning which is readily available, and its source.

(d) Personnel and equipment requirements for field reconnaissance.

(e) Possibility of conducting reconnaissance jointly with engineers.

(2) Because very limited time will often be available for advance reconnaissance, procedures of planning and conducting should be as simple and rapid as possible. When initiation of traffic control work must be undertaken without benefit of advance reconnaissance, efforts should be made to conduct the equivalent of a reconnaissance during actual control operations so that deficiencies in control may be corrected and a well-planned control system instituted as soon as possible. Traffic patrols are especially useful for this purpose, particularly if in radio contact with traffic control headquarters. As indicated elsewhere herein, an important function of such patrols is the making of observations and relaying of information, which constitute the equivalent of a continuing reconnaissance. No matter how thorough the original reconnaissance, this will be extremely helpful in keeping the plan consistent with current conditions in a frequently changing situation.

f. Information furnished. (1) All possible information should be given to reconnaissance officers to guide them in procuring data necessary to formulation of the control plan. The more they know in advance about tactical requirement, to be served by traffic and the character of anticipated traffic, the more intelligently they can do their jobs.

(2) The most thorough possible familiarity with pertinent elements of the tactical situation and plans is especially important as an aid in developing sound traffic plans. It is reemphasized that the prime objective of traffic control is to further the tactical mission; tactical soundness must characterize traffic control plans and techniques. Particularly important is that knowledge essential to successful adaptation of traffic control to changing conditions. The more that is known about the nature of the action planned, the relative strength and disposition of forces on both sides, and the elements of the operations which are of most critical importance to general success, the better can traffic control needs be anticipated.

60. NATURE OF PLAN. The plan of traffic control by military police will, as indicated, involve many elements varying from broad ones, such as establishment of control areas, to detailed ones, such as manner of regulating traffic at a particular intersection. All must be well integrated into one smoothly functioning plan if traffic movement is to be properly expedited by the regulatory and directional activities of military police. A weakness in any element may cause a general break-down.

a. **Coordination.** It is also important to recognize the need for coordination of control plans of different units and areas. Without such, traffic chaos may develop no matter how good the individual plans of each unit may be. Responsibility for providing necessary coordination rests with higher authority, for example, with corps when plans of two or more divisions are concerned. Such coordination should eliminate duplication of effort and conflicting control operations, and should provide necessary intensity and flexibility of control by supplementing the control personnel of lower units with personnel from the coordinating authority.

b. **Essential character.** (1) The plan must be regulated by proper consideration of nature and extent of military traffic anticipated; character of the roadnet; civilian traffic in the area; and flexibility required to meet changing conditions. Consideration of all of these factors will suggest how the plan of control should be developed. It is particularly imperative that the control plan be flexible, since control needs will change with the almost inevitable changes in traffic conditions and requirements.

(2) The job of the military police must not be thought of as simply providing the traffic control necessary to execution of a predetermined traffic plan. Rather, the military police must be competent to provide for maximum efficiency of traffic flow over a given roadnet on which the situation is frequently changing.

c. **Degree of control.** (1) Broadly, the first consideration in the development of a plan is the degree of control desired. This should always be the minimum necessary, both to conserve personnel and to avoid the interference with movement which overregulation often constitutes. It is,

however, better to overestimate than to underestimate control requirements, provided that this is done in terms of being prepared to extend control, rather than by exercising an undue amount of control initially. The provision of motorized traffic patrols helps greatly to assure ability to increase the degree of control if and when necessary.

(2) Obviously, the proper degree of control will vary with circumstances, being influenced by such factors as the nature of traffic orders, volume of traffic, and type of roadnet. Special attention should be given to the possible need for greater control of night movements, due to poor visibility. Generally, control, in the sense of actual regulation of traffic movement, should be no greater than required to prevent undue hazard and congestion at conflict points. It may be impossible to determine initially the degree of control necessary, but the best possible estimate should be made, with subsequent necessary adjustments based upon observation of traffic conditions.

61. ASSIGNMENTS. The most important specific element of the control plan is the making of assignments and determining of control techniques. Decisions in this regard will depend on the character of the traffic movements to be accommodated and the conditions under which traffic will operate. Requirements will vary from simply providing escort for a column to the establishment of a broad system of area control involving point control, escorts, and patrols. When an area control system is in effect, careful planning is essential to assure proper assignments, adequate supervision, and close coordination, so that all personnel may function as an effective team in providing smooth traffic flow. This is also especially important when personnel of different units operate in the same area, as when corps military police supplement those of a division. It will often be desirable to establish subareas of control to provide for close, decentralized supervision by officers or noncommissioned officers. Such subareas may be segments of routes, or areas embracing parts of various routes forming the roadnet under control. Following designation of such subareas and the assignment of personnel to them, specific traffic control assignments must be made. The following points

should be borne in mind with respect to each type of assignment:

a. **Intersection duty.** (1) Personnel should be assigned to intersection duty at those points where continuous or frequent regulation of traffic flow is necessitated by the volume of conflicting traffic streams, where traffic orders restricting movements must be enforced, or where there is strong possibility of critical conditions developing even though constant flow regulation initially may appear unnecessary. Unnecessary assignments and overregulation of traffic should be avoided by restricting assignments to locations where a real need is evident and by clear instructions as to the proper degree of regulation to be applied. As a general rule, and considering no requirements other than that of regulating alternate movement of conflicting streams, constant flow regulation is not warranted for a rate of flow through an intersection of less than 1,000 vehicles an hour, with not less than 20 percent of the total comprising a traffic stream or streams conflicting with heavier streams. With a lesser total volume or less serious conflict, traffic is usually able to filter through the intersection successfully, or satisfactory regulation is secured by "stop" signs regulating lighter streams. At night, however, or at other times when visibility is poor, lesser volumes may warrant continuing regulation. Sometimes the need for regulation will exist only for brief occasional periods. If possible, these should be determined in advance so that personnel may be assigned accordingly. Such needs can often be met by directing patrol units to such locations at critical times. In other cases it may be necessary to station a man continuously at an intersection with instructions to regulate flow only when necessary.

(2) The number of men at an intersection will vary with control demands. In many situations, one man is sufficient to regulate traffic at any given time. Two or more may be needed at a complex or large intersection, or where turning movements predominate. One man may be sufficient during daylight, whereas two or three may be needed at night because of poor visibility. An officer or noncommissioned officer is sometimes desirable, in addition, to supervise control at critical points. Aside from traffic regulation requirements, it will usually be advisable in forward areas to station

two men together at critical points, in the interests of greater security. Continuity of control is thus more likely to be obtained and better protection from enemy interference with traffic regulation is afforded.

(3) Every effort should be made to restrict the number of consecutive hours of intersection duty to avoid overtiring personnel or exposing them unduly to extreme weather conditions. Where constant regulation is necessary, a system of relief must be provided either by a special group or by patrol personnel, or by having men alternate on the most tiring assignments when two or more are detailed to an intersection. Men assigned to intersections not demanding constant flow regulation should be instructed to conserve their energy by avoiding overregulation. Under such conditions, if necessary, the total time on duty may be more safely extended than when constant regulation is required.

b. One-way defiles. (1) Assignment of control personnel to one-way defiles is obviously essential to proper traffic movement through such stretches of road. A minimum of two men—one at each end—is required; sometimes additional personnel will be required. For example, it may be desirable to establish a patrol within the defile, to provide escorts through it, or to station men at critical points within it. Such additional personnel are most commonly needed in defiles of considerable length. Also, in such cases, it may be desirable to break up the defile into a series of two or more shorter defiles, with suitable turn-outs provided, to increase flow capacity of the whole stretch. This would require more personnel.

(2) The same general considerations as to relief apply here as cited above with regard to intersection duty. Substantial economy of personnel at defiles will often be possible if adequate communication facilities are available to coordinate the work of personnel at the two ends. Two-way radio, field telephone, visual signals, or messengers (as a last alternative) may be used, depending upon availability and the nature of the situation.

c. Patrols. (1) Motorized traffic patrols are of special value and should be employed so far as possible in traffic control. Two-man patrols are desirable so that they may be most useful as a reserve force and so that the maximum

number of observations may be made. Patrols should be established along all important routes in such manner as to connect key control points, give close supervision to traffic between such points, and provide frequent checking of critical points on the roadnet where road or traffic blocks are most likely to develop.

(2) Patrols may operate along specified sections of roads or may be assigned to areas, covering all parts of the roadnet therein. Intensity of patrol coverage should always be the maximum possible, subject to demands for other types of traffic assignments. By selective assignments, adequate intensity of coverage in most critical areas can often be secured, lesser attention being given to less critical areas. The same is true with respect to most critical times.

(3) Patrols may be mounted in small, highly maneuverable trucks or on motorcycles. Light trucks are preferable in most cases due to their ability to carry more personnel and equipment and to operate successfully on inferior roadnets or across country. In some cases, as on heavily traveled good roads, motorcycles may be preferable, due to their maneuverability in traffic.

d. **Escorts.** Traffic escorts are employed when it is desired to secure priority for a certain column over other traffic. Escorts may be employed where area control is also in effect, but most often are used under other circumstances, where possible conflict is anticipated with civilian or relatively unimportant military traffic. Personnel required for escort duty will vary from a few, with individual transportation, to precede and follow a column, to a larger number, furnished with individual transportation or carried in a few large vehicles, who are assigned to regulate traffic at successive intersections passed by the column. The number required will depend on the frequency and severity of conflicts with other traffic and the length and speed of the column.

62. COMMUNICATION. a. Nothing is more important to successful traffic control than good communication facilities, since personnel are widely distributed and yet must function as a coordinated unit, and since a constant flow of information and orders is necessary to keep control

activities constantly adjusted to changing control needs. Communication must be available between central control headquarters of an area and all key control points, and between headquarters and traffic patrols and aerial traffic observers.

b. This contact should be provided by two-way radio, if possible, to permit flow of information and instructions both to and from the field, and to provide positive knowledge of whether messages are received. To supplement radio facilities, which may be inoperative because of adverse weather, lack of equipment, or imposition of radio silence, other normal communication means should also be available, including telephones, visual signals, and messengers. Patrols are useful for messenger duty between control points in the absence of other messenger facilities. The communication facilities should be an organic part of the traffic control unit, assigned for its exclusive use.

63. EQUIPMENT. Traffic control equipment necessary to successful performance of necessary duties includes the following:

a. **Traffic control devices.** Certain types of traffic control equipment, including traffic signs and signals, will be provided by the unit engineers. Military police should have some of each type of traffic signs for necessary replacements when engineers are not available to handle this job. They should also be provided with cardboard sign blanks and heavy black marking crayon so that temporary signs may be lettered and erected in emergencies when regular signs are not available. Each traffic man should have a traffic whistle and a flashlight with an illuminated tubular extension for manual regulation of traffic at night. Both red and white flags and lanterns should be available for flagging railroad trains in emergency or when otherwise authorized. Special portable voice-radio transmitters designed both for conventional transmission and for an automatically repeating message to motor vehicles within a restricted range, such as the Halstead device, may also be provided. These should be located at critical road junctions and also carried in some patrol vehicles for emergency use. Flares should be provided all men for emergency use. The most suitable type consists

of a dry cell battery-operated red light, with a hood provided for blackout use.

b. Vehicles. Motor vehicle equipment will include motorcycles, small highly maneuverable trucks, command cars, and large personnel and equipment carriers. All motor vehicles should be radio-equipped. They should have sirens and special red lights mounted on the front for use in securing right-of-way in emergencies. However, no siren or other audible signal designated for special warning purposes, such as air raids, will be used in time of war, unless authorized for such warning purposes. In some cases it may be desirable to provide bicycles for certain types of patrol work. All vehicles should be clearly indicated as military police vehicles by a standard type of sign on front and rear, lettered in luminous paint for identification during blackout operations.

c. Aircraft. Special small, low-speed observation airplanes may be made available for aerial traffic observation and control. These should have equipment for two-way radio contact with ground stations. They should also be equipped with public address equipment capable of transmitting messages clearly audible to ground personnel from altitudes up to about 1,000 feet.

d. Uniform designations. Military police on traffic duty should wear the standard type of "MP" brassard. They should wear white gloves at night. Radio-active clip buttons should be provided, two such buttons to be securely and conspicuously attached to the front and rear of the belt under blackout conditions.

e. Miscellaneous. Each man should also have the following equipment: wrist watch with luminous dial, compass with luminous dial, notebook, pencil, report forms for accidents and violations, road map of the area with important installations indicated, copies of traffic orders with which he must be familiar to execute his duties properly, and specific instructions for the performance of the duties of his particular current assignment.

64. SUPERVISION. Successful execution of traffic control plans is dependent upon proper supervision. Efforts of all personnel must be kept coordinated and maintained at a high quality level.

a. **Objectives.** (1) Specifically, the objectives of supervision are to insure that—

(a) All personnel understand their duties.

(b) All assignments are carried out.

(c) Techniques of execution are of proper type and quality.

(d) Emergency situations are promptly and effectively dealt with.

(e) Any necessary changes and improvements in procedure are made.

(f) Proper coordination exists with other closely related units.

(2) A corollary but important function of supervision is to note any conditions or practices which are not directly related to traffic control but which adversely affect its performance and traffic efficiency in general. All such should be reported through channels to the appropriate commanders. Examples are poor march discipline within columns, inefficient use of motor transport, and poor vehicle maintenance.

b. **Instructions.** (1) One of the first and most important steps in supervision is the issuance of all necessary instructions to all traffic control personnel. It must not be assumed that men will understand their duties without careful instructions, or that they can function properly without such an understanding. Failure to provide a man with necessary information results in his being of little more, and sometimes even less, value than a traffic sign or signal. Conversely, proper instructions will increase his interest and conscientiousness, encourage better quality of performance, make him more useful as an aid to traffic, and increase his ability to use sound judgment in difficult situations. The importance of this is further emphasized by the degree to which these men must function as independent units, not under constant direct supervision.

(2) Specifically, instructions should cover the following: the general situation and the relation of their job to it; essential features of the traffic plan; their specific duties and the reasons for their performance. It is especially desirable that reasons for instructions be given whenever possible.

(3) Necessary instructions and information may be con-

veyed by verbal or written orders and by issuance of copies of traffic orders, circulation maps, and special regulations. When time is not available for issuance of detailed instructions in advance, efforts should be made to have them circulated as rapidly as possible. Traffic patrol units may be used for their distribution to men stationed at fixed points on the roadnet.

(4) In the interests of speed, instructions should be kept as simple as is consistent with the requirements of the situation. Each man should receive detailed directions regarding his specific duties, but no more general data than are necessary for proper performance of such duties. Elaborate written orders should be avoided in urgent situations when the consequent delay might offset any potential advantages of such. All possible instructions should be given verbally, using radio or telephone communication as fully as possible.

c. **Direct supervision.** All possible direct supervision during control operations should be provided by assigning officers and noncommissioned officers to patrol the roadnet and by stationing them at critical points designated as "Traffic Control Posts." They should closely observe the performance of control personnel, noting and correcting any weaknesses in either the control system or specific control technique. They should also take charge in critical situations, as when the work of several men requires coordinated direction in clearing a traffic jam.

d. **Aerial observation.** Aerial traffic observation, when feasible, affords a good means of more general supervision and facilitates coordination of control and development of emergency plan modification measures. Observation airplanes should carry traffic control officers assigned to cover specified areas. They should maintain radio contact with ground stations, both at traffic control headquarters and in mobile units on the roadnet, advising of needs for special control measures, suggesting possible alternative routings in emergencies, and in general, advising on the apparent status of traffic conditions.

e. **Situation information.** Traffic control headquarters of an area should also seek to facilitate good supervision and direction of control activities by keeping in close touch with traffic conditions on the roadnet. On the basis of reports

from officers in observation aircraft, and ground personnel, a current picture of traffic should be maintained. When feasible, this may be effectively done by maintaining maps showing the circulation plan, current status of traffic flow, any existing road blocks, and distribution of control personnel. This is not, however, always possible nor worth while, especially in division areas under rapidly changing conditions.

f. Liaison. Good supervision also requires maintenance of close liaison with the unit engineer and with G-3 and G-4 of the staff, who, respectively, plan troop and supply movements. Liaison with the engineer is essential to assure that traffic control and road maintenance work are properly coordinated, since both have such great effect upon traffic efficiency and upon one another. Staff liaison is also essential so that tactical plan changes may be learned quickly and control activities modified accordingly, and so that the effect on traffic of contemplated new or changed troop and supply movements may be indicated to the staff. Within the military police supervision also involves close coordination among division corps, and army units in large-scale operations. This is just as important as previously mentioned coordination during initial control planning stages.

g. Enemy interference. Every precaution must be taken in wartime against enemy interference with traffic control operations. This may be attempted by several means, including dissemination of false orders, posting men disguised as traffic control personnel, removing road signs or replacing them with misleading ones, or capturing or killing traffic control personnel. All personnel must be alert for such action. It must, however, be combated chiefly through supervisory measures. The closer the general supervision of control operations, the less opportunity there will be for such action to be successfully taken. The following specific measures may prevent such interference in large measure:

- (1) Require the authentication of all orders, instructions, and information circulated within the traffic control organization by use of a code word.

- (2) Require personnel equipped with telephone or radio communication to report at regular, fixed intervals, and investigate promptly any failures to report.

(3) Make frequent checks to determine that other personnel are at their assigned posts and functioning properly.

(4) Provide patrol units and key control points with weapons necessary for effective defense against enemy raiding parties.

(5) Instruct personnel, especially patrols, to investigate and report any suspicious circumstances.

(6) Develop the greatest possible uniformity in the execution of control techniques, so that any suspicious variation in method may be more readily apparent.

65. CIVILIAN CONTROL. It must be remembered that successful military traffic control depends in many cases on effective regulation of civilian as well as military traffic. Because of the extent to which civilian traffic differs from military traffic in character, purpose, and degree of discipline, and because of the varying means of coordinating it with military traffic under varying conditions, it merits special consideration.

a. **Planning.** Depending on the character of the roadnet and the respective urgency of both military and civilian traffic operations, control plans may vary from seeking minimum disruption of normal civilian traffic to the barring of all such traffic from the roads. The first procedure is normally followed in the case of routine motor marches in the zone of the interior, especially in peacetime. The other extreme would find application in the case of emergency troop or supply movements in a combat zone when normal civilian traffic or unwarranted refugee movements might threaten disastrous road congestion. The commander controlling the area will normally prescribe the policy to be followed in this regard. The military traffic police, however, have important responsibilities in the actual control of civilian traffic, and may sometimes have to institute emergency civilian traffic control plans to prevent disruption of urgent military traffic.

b. **Cooperation with civil authorities.** (1) As previously indicated, cooperation of civil traffic control authorities should be enlisted in drafting control plans. The military police should acquaint themselves with the normal characteristics of civilian traffic in the area, traffic regulations

with which civilians are accustomed, and any special emergency traffic control plans which local civil authorities may have prepared for execution in time of need. Possibilities of augmenting military with civilian traffic control personnel should also be determined. All such information should be considered in preparing the control plan, and personnel should receive specific instructions as to the handling of civilian traffic.

(2) Establishment of civil and military police headquarters in close proximity to one another facilitates coordinated control and should be done when such coordination is of special importance. Except when in hostile territory, it will often be possible and desirable to leave normal civil traffic control in towns and cities to local civil authorities, with general supervision, so far as military requirements demand, by the military traffic police.

c. Civilian instructions. (1) Procurement of civilian traffic cooperation will be facilitated by using all available publicity channels to inform civilians of special traffic regulations, to request them to keep off certain routes or out of certain areas, or to warn them of special traffic hazards. Best channels for such public education are newspaper articles, radio announcements, road signs, notices distributed through gasoline stations, hotels, and motor clubs, and placards conspicuously posted in public places. Civil authorities often can be of great assistance in carrying out this type of program. Such publicity should, whenever possible, be fairly continuing and should be issued well in advance of the time when special instructions become applicable. Stress should be laid on the importance of compliance in the interests of avoiding both interference with military operations and hazard and inconvenience to civilians. When requesting civilians to avoid routes or areas, care must be taken not to encourage large numbers of people to concentrate at such locations; this may result from a type of appeal which serves only to arouse public curiosity and a desire to witness the military operation in progress.

(2) So far as possible, civilian traffic barred from certain routes should be afforded and notified of the best possible alternative routes. Unless this is done, undesirable resentment of traffic control operations may result, thus decreasing

willing cooperation. Also, such action will help guard against interference by permitting and encouraging civilians to plan their routes in advance and by avoiding having lost drivers circulating over the roadnet unnecessarily. Such alternatives should be publicized in advance, when possible, and also conveyed directly to drivers by traffic control personnel on the road when necessary.

d. **Refugee movements.** (1) The most critical problem of civilian traffic control arises in connection with refugee movements. Avoidance of difficulty is best accomplished by prohibition of such movements when unwarranted, or by transportation and traffic control planning which eliminates conflict with military traffic. When refugee movements are to be prohibited or handled in a specified manner, military police, with the aid of civilian authorities, should make every effort to prohibit unauthorized use of roads by use of publicity and by such enforcement measures as the establishment of road blockades at key points. This is not, however, always possible; military police must carefully estimate the possibilities of interference and make control plans accordingly.

(2) Because of the undisciplined and often panicky nature of refugee traffic and the mixture of pedestrians, animals, and all types of vehicles which comprise it, extraordinary control measures are often required. Bottleneck points must be located as accurately as possible, and adequate personnel—usually more than normal traffic would require—must be assigned to such points. Mobile public address equipment, both on the ground and in airplanes, should be provided for issuance of information and directions. Bulldozers should be available to clear routes for important military traffic, if necessary.

(3) Traffic control personnel must be impressed with the need for firmness in handling refugee traffic lest it get out of control; at the same time, they must, by their demeanor, seek to avoid antagonizing civilians and seek to minimize fear and panic. To this end, they should treat all persons equally, give directions in a positive, assured manner, give no evidence of uncertainty, excitement, or confusion themselves, avoid unnecessary harshness in handling people, and in other ways seek to convey three important points:

- (a) Orders must be obeyed.
- (b) Obedience to orders offers best assurance of safety.
- (c) There is no occasion for panic.
- (4) Because refugee movements may constitute as much a problem of crowd control as one of traffic control, traffic personnel must be augmented by other military police troops to help maintain order. So far as possible, regular traffic personnel should be employed on those phases of the job which relate most directly to traffic control as such.

Section IV. TRAFFIC REGULATION TECHNIQUE

66. GENERAL. a. The technique of military traffic personnel in the regulation and supervision of traffic has an important bearing on efficiency of traffic movement and the success of control measures. Two factors are involved in this: the character of regulatory measures, and the methods by which directions to traffic are indicated and enforced. The soundness of the measures of control applied depends upon the degree to which general principles of flow regulation, with such modification as military considerations require, are properly observed. The quality of directions given to drivers depends upon how uniform, clearly visible, and readily understandable a system of signals is used. Weakness in either respect will seriously affect traffic control.

b. The military personnel assigned to regulate traffic must always remember that the primary job is to help traffic move, that is, reduce unnecessary and undesirable interruptions of its steady flow. Regulation of movement is not an end in itself, but rather a means of helping traffic to move as freely and safely as possible; it is justified only so far as it serves this purpose.

c. The military policeman must also remember that in regulating military traffic he must be guided not only by general methods of flow regulations but also by military considerations and special features of military traffic control doctrine and technique. His job thus differs somewhat from that of the civil traffic policeman. He must regulate

traffic according to general principles of traffic control, except as they may be modified by military requirements. The most commonly encountered governing influences of this type are scheduled traffic, traffic priorities, and column organization and march methods. See FM 25-10 for a full discussion of these and their relation to traffic control.

d. As previously indicated, traffic control by military police is accomplished by several methods, including intersection control, defile regulation, escort, and route patrol. Proper technique on each of these types of assignment is explained in subsequent sections.

67. INTERSECTION CONTROL. The primary purpose of regulating traffic at an intersection is to direct the alternating flow of different streams of traffic so that conflicts resulting in accidents and congestion may be prevented. Personnel on such duty also have various other duties common to all traffic police, most important of which are the enforcement of special regulations, furnishing of route information, and reporting the progress of movements. It is re-emphasized that regulation must not exceed that necessary to lessen the bad results of conflict to a minimum. Over-regulation may constitute harmful interference in itself; moreover, it is fatiguing and thereby unduly reduces a man's efficiency in a short time.

a. **Special considerations affecting right-of-ways.** (1) The traffic policeman's granting of right-of-way to different lines of traffic may depend, as already indicated, on his judgment of general traffic control requirements, or may be largely determined by traffic orders contained in the circulation plan. In the latter case, his job is primarily the enforcement of such orders. In doing this, the military policeman is the representative of the commanding officer of the unit or area, whose orders all subordinate personnel must obey. Because this involves certain important practical considerations, it is dealt with in greater detail in a subsequent section. While the exact nature of such orders will vary in different situations, certain general points should be borne in mind. Most important of these are the following:

(a) Generally, traffic moving toward the front has the right-of-way.

(b) When priorities are in effect, vehicles with the highest priority have the right-of-way.

(c) Columns moving on a schedule plan must be assured a clear path to permit adherence to such plan.

(d) Organic tactical units moving in column formation should not be broken up.

(2) In the absence of any of the above factors, good judgment must dictate the character of flow regulation. If two columns approach an intersection simultaneously on conflicting courses, right-of-way should be allotted so that the least harmful delay will result. For example, if they are of about equal length but one is moving much faster than the other, it should be put through first. A short column should go through before a long one. Undue delay of cross traffic during the movement of a long column through an intersection should be avoided whenever possible by taking advantage of gaps, between serials or occurring for other reasons, to filter cross traffic through. Sometimes efficient movement of crossing columns can be accomplished by alternating movement in this manner without substantial delay to either. Lacking any such guides, more general right-of-way customs should be observed. Thus, traffic reaching the intersection first normally has the right-of-way; when two conflicting lines reach the intersection simultaneously, or approximately so, the one on the right of the other has the right-of-way.

(3) Thus, in regulating column movement through an intersection, the military policeman may be guided by any one of a number of influencing factors. The quality of his work depends on his ability to perceive what is the proper determining factor and to act accordingly.

b. General considerations affecting flow regulations. In many cases, intersection traffic regulation will not consist of controlling column movements, but rather of regulating the flow of streams of independent vehicles. Such is the case when civilian traffic predominates, when military traffic moves by infiltration, or under other circumstances when governing factors of a military nature do not apply as discussed above. At such times, the military policeman operates essentially the same as the civil traffic policeman, alternating and directing the movement of streams in accordance with

traffic demands, capabilities of the intersection, and generally sound methods of intersection flow regulation. In a sense, from the traffic regulation standpoint, he functions as does a stop-and-go light, but with one important difference; he can use the judgment necessary to provide the flexibility of control upon which traffic policeman has two decisions to make: the directions of traffic flow permitted to move simultaneously, and the duration of flow permitted before changing directions. In the case of traffic signals, these are usually determined in advance and the mechanism works on a fixed plan regardless of variations in demand. The military policeman, however, can and must make these decisions continuously in accordance with current conditions. The capacity of an intersection to handle traffic from various directions is directly dependent on the soundness of his decisions. The following comments will serve as a general guide:

(1) *Directions of simultaneous flow.* (a) For obvious reasons there cannot be any one standard system for alternating directions of traffic flow through an intersection, road widths, traffic volume, predominating types of movements, and degree of variation in the traffic pattern. The traffic policeman must analyze these and determine what system of regulation will result in the least delay and hazard. One system may work well continuously, or frequent changes based on varying traffic demands may be advisable. The simplest and most common system is the alternative movement of cross-

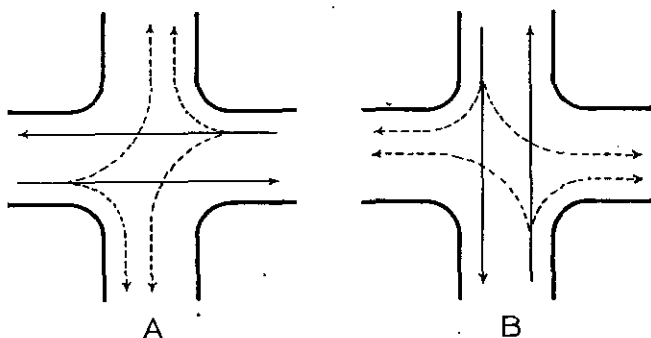


Figure 7. Example of simple two-phase flow.

ing streams, including turning movements, as shown in figure 7. This usually works well, especially when most movement is straight through, but does not always assure most efficient movement.

Right-turn streams may be permitted to merge with through streams where the road width is sufficient to accommodate such a movement. (See fig. 8.)

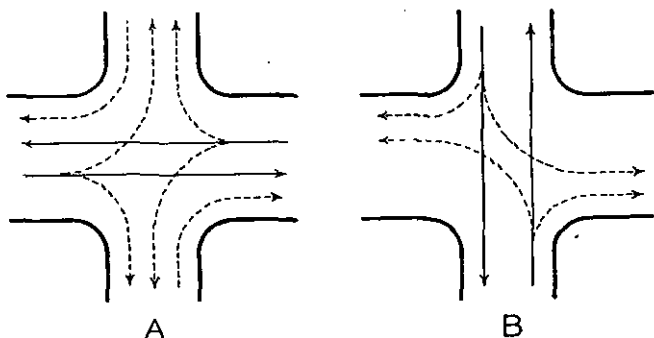


Figure 8. Two-phase flow with merging right turns.

A serious conflict point due to a heavy left-turning movement may require that a separate period be provided for one or more of such turns. This is illustrated in phase B of figure 9.

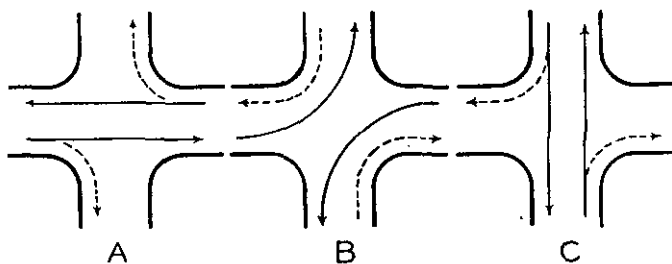


Figure 9. Example of use of third phase (B) for heavy left turns.

Complex intersections may similarly require more than two different movement intervals to eliminate bad conflicts. (See figs. 10, 12, and 13.)

Y-intersections and intersections of one-way and two-way roads may be controlled with two phases. (See figs. 11 and 14.) The number of separate intervals should be kept as low as possible—usually two and very rarely more than three—to avoid undue delay.

(b) Efficiency can also be increased by permitting all blending movements from different directions to move simultaneously. For example, when sufficient road width is

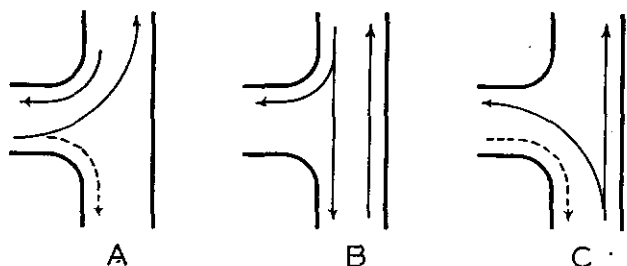


Figure 10. Three-phase control at T-intersection.

available, a right turn movement may be allowed into a stream approaching from the left on the cross road. Care must be taken, however, to prevent confusion and congestion resulting from such a procedure. Interruption of a moving stream to permit one or a few vehicles to cross

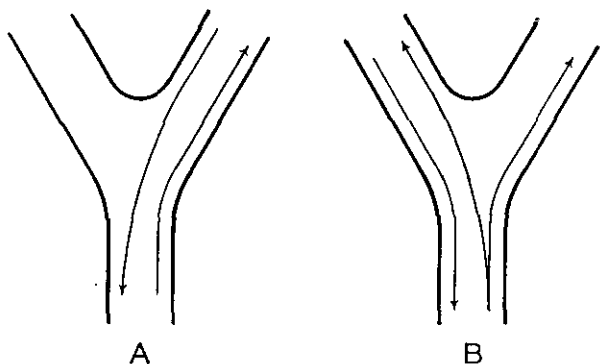


Figure 11. Two-phase control of Y-intersection.

it may be avoided by holding the waiting vehicles until a gap opens, unless this would cause too long a wait.

(2) *Duration of flow.* (a) Time allotted to different movements similarly varies with conditions. So far as possible, it should be determined by actual traffic requirements,

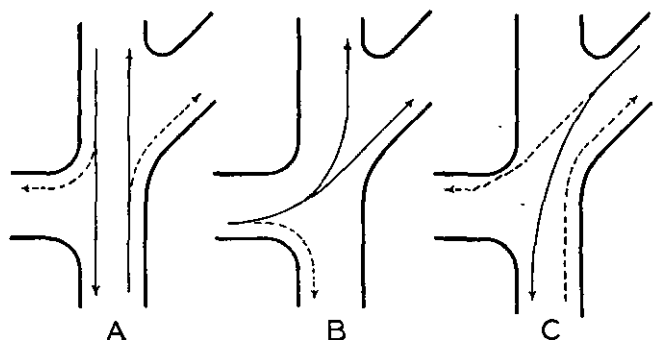


Figure 12. Three-phase control at an offset intersection.

being flexible rather than fixed. Thus vehicles should always be permitted to go through an intersection without interruption if there is no cross flow to which right-of-way has been

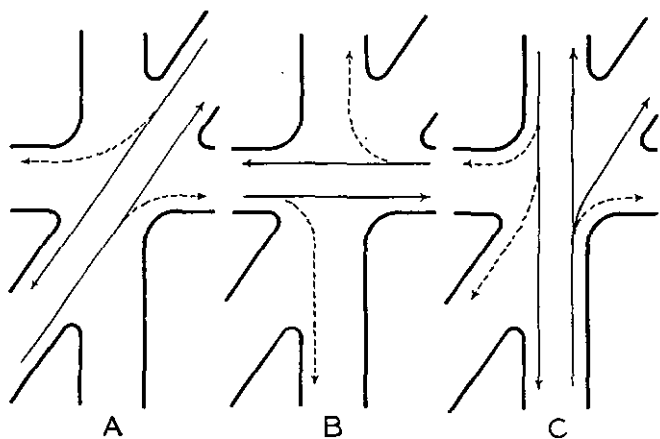


Figure 13. Complex intersection; three phases; left turns prohibited.

given. Full advantage should be taken of gaps in a stream of traffic to move cross traffic; that is, the more the crossing traffic can be filtered through the intersection in different directions without delay, the greater the efficiency of movement.

(b) When heavy traffic presents almost continual demands for right-of-way from various conflicting streams, the allotment of time must be done on a more systematic, but

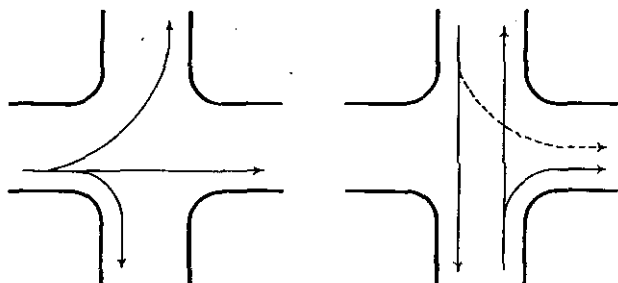


Figure 14. Two-phase control; intersection of one-way and two-way roads.

still not too rigid and arbitrary basis. Generally, a full cycle, or the total time required for completion of one series of all the separate periods of movement, will be about 60 seconds, although it might properly vary between about 40 and 80 seconds in normal situations and might vary upward to as high as 2 minutes in special situations. Each phase, or movement period within a cycle, should be proportional to traffic demands. Thus, with about equal volumes of traffic on two intersecting roads, each would normally have the right-of-way for about 30 seconds, alternately. With a third phase in operation for left turns only, the total cycle might have to be about 90 seconds, with an approximate time distribution of 35 seconds for each through movement and 20 seconds for the left turns.

(c) However, even heavy traffic does not usually approach an intersection with uniform, clocklike precision; time allotments at various periods should therefore only approximate the suggested intervals. Common sense will often indicate the logical time to change flow directions. For ex-

ample, the traffic policeman must watch conditions beyond his intersection, being sure not to allow cars to enter an intersection which they cannot clear because of congestion immediately beyond. When this happens, the intersection becomes unnecessarily blocked to cross traffic. By keeping the intersection open at such times, he can move other traffic until the road ahead clears sufficiently to move the halted stream again.

(d) Also, advantage should be taken of gaps in a moving line of traffic to stop it and start cross traffic moving. A heavy, slow-moving vehicle should be cleared through the intersection before a change is signaled, rather than being stopped at the head of a line, so that it will not delay movement when that line is started again. The stalling of a car in traffic, or necessity of giving directions to a driver who cannot pull out of line, also are examples of good times to switch the direction of flow. In short, the major objective is to move heavy traffic in a systematic, orderly manner by allotting time in proportion to volume, subject to such variation as conditions warrant.

(e) The important errors to avoid are arbitrary time distribution without proper regard for actual traffic conditions, and changing flow directions too frequently or too infrequently. Too frequent changes are inefficient, since some time is lost in making each change. In the course of several hours, a few wasted seconds in each minute represents a substantial loss of movement time. On the other hand, too infrequent changes cause accumulation of long lines of waiting vehicles with resultant road congestion which may affect other intersections as well.

(3) *Miscellaneous.* There are certain other points to be observed in order to secure maximum traffic efficiency. The following are of special importance:

(a) Encourage full use of available road width by directing cars into proper lanes. Often two lines instead of one can move in the same direction along a road, or vehicles waiting to turn left can be kept from blocking through traffic if "lane-straddling" is discouraged.

(b) Avoid blocking of traffic by vehicles whose drivers stop for information which cannot be quickly given. These should, whenever possible, be directed to pull out of line

and stop where they will not constitute an obstacle or hazard.

(c) Speed up left turn movements by having them made to the left of the center of the intersection. This permits easier turning and avoids conflict between simultaneous left-turn movements from opposite directions.

(d) Seek to coordinate control with that at any nearby regulated intersections, so that, so far as possible, traffic conditions at neither intersection will cause congestion at the other, and so that drivers will not be obliged to stop at both.

(4) *Special situations.* Whenever the routine of intersection traffic regulation is upset by some special circumstance, the military policeman must act quickly and correctly, and above all must avoid becoming excited.

(a) One such situation is the approach of an emergency vehicle. In this situation, he must assure the vehicle safe passage through the intersection with minimum delay. All traffic should be stopped, except that which, by stopping, would block the emergency vehicle's path. Such traffic should be moved on until out of the way. As soon as appropriate, a "go" signal should be given to the approaching emergency vehicle. Before doing this, it is important to make sure that no other emergency vehicle is also approaching on a conflicting course. In such case, a very distinct "stop" signal should be immediately given to one or the other. Preferably the one which would have greater difficulty in stopping, or which has the clearer path, should be given priority. Before starting traffic again, the possibility of other emergency vehicles closely following the first should be checked. In stopping traffic under such conditions, the military policeman must avoid excited arm waving and whistling, which only serves to excite and confuse drivers. Clear and distinct signals should be given to all affected traffic as quickly as possible, but not so quickly that they cannot be understood.

(b) Another situation is the development of a traffic "jam" at an intersection. The traffic policeman's job is to prevent such, but it may develop despite his efforts.

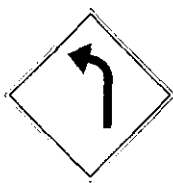
1. The first step is to determine what is responsible. The trouble may be due to some condition, such as a stalled vehicle, which is blocking or retarding traffic flow, in which case the remedy must

obviously begin with removal of the obstruction. Again, it may be due to an "interlocking" of traffic streams, as when two opposing left-turn lines attempt to make simultaneous turns across each other's paths. Jams also occur as a result of improper double banking which brings opposing streams together head-on in the same lane. If the source of the trouble is not immediately apparent in the intersection, the approaches should be checked, as congestion may develop in an intersection due to a situation which has developed elsewhere.

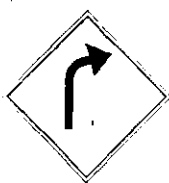
2. Upon locating the source of the trouble, the military policeman should then decide in what sequence various vehicles or streams can be started moving again. Serious jams usually require relief by a series of corrective steps, various streams being progressively released as space is opened up. This requires that all drivers be instructed to stay in place until directed to move; otherwise, traffic may jam up again while the congestion is being relieved. While a jam should be relieved as quickly as possible, it is often unwise to try to accomplish this too quickly by trying to get two or more lines moving again simultaneously.
3. The policeman should decide what action will permit movement of some one line of vehicles, which movement will in turn free some other line. The initial action should be that which appears to offer quickest and easiest relief by setting in motion a series of progressive releases for various lines of vehicles. The jammed traffic will thus tend to "unravel" itself. To start this process, the policeman must usually "create" some free space in the midst of the jam. This may be accomplished by such methods as directing certain vehicles off the road temporarily, backing up one line a short distance, or closing up inter-vehicle spacing. The method used must be determined by the requirements and possibilities of the situation.



STOP



LEFT CURVE



RIGHT CURVE



HILL



RAILROAD CROSSING



SLOW
(Speed Superimposed)



BRIDGE
(Add Figure)



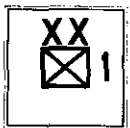
SPEED
(Add Figure)



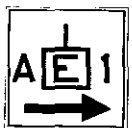
ONE WAY
(Add Arrow)



LOCATION
(Atlas Grid)



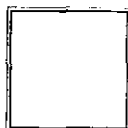
ORGANIZATION



ORGANIZATION
WITH ARROW



DETOUR



BLANK



MILITARY
ROUTE MARKER



ARROW



DIRECTION

Figure 15. Standard military traffic signs.

c. **Traffic control devices.** The military policeman on intersection duty may have one or more of several aids, in the form of traffic control devices, which simplify his work and also influence its nature. These include traffic signals (stop-and-go lights), stop-and-go semaphores, radio traffic control devices, and traffic signs. The standard code of military traffic signs is shown in figure 15. The desirability of providing these in addition to manual control depends on the situation.

(1) Traffic signals will normally be installed only where conditions are stable and where the volume of traffic is great and conflicts frequent. A man on traffic duty where signals are in operation normally will let such devices provide the basic direction of traffic movement; his job is to enforce compliance with the signals and handle special situations which the signal system is not capable of handling. That is, he supplements the signals.

(2) The semaphore is merely a substitute for arm signals, thus influencing the actual physical actions of the policeman but not relieving him of the responsibility for such direction of flow as may be necessary. It is generally of value only where the pattern of traffic flow is relatively simple and effective control is possible by having a man stand at one point—usually the center of the intersection—and alternate cross flow.

(3) Sometimes traffic signals may be adapted to manual control. In such cases, the operation is basically similar to the use of a semaphore except that the policeman will usually be stationed off the road, at the location of the control mechanism. This procedure is not effective where turning movements or other conditions requiring full manual control predominate.

(4) Radio devices broadcasting a recorded and automatically repeating message to radio-equipped military vehicles within a short range may effectively supplement manual direction. They are especially valuable when mixed traffic entering an intersection must be distributed to various routes leaving the intersection, since each driver receives his instructions in advance and without delay. The delay and extra work involved in having a military policeman identify and direct each vehicle, or the possible confusion from hav-

ing numerous guides posted, is thus obviated. Obviously, such a device cannot provide all necessary types of intersection regulation, nor is of use in directing nonmilitary vehicles or military vehicles lacking the necessary radio receivers. It is therefore a special supplement to, not a substitute for, control by the military policeman.

(5) Among traffic signs, only the "stop" sign provides actual intersection flow regulation. It is normally used where a light flow crosses a more important heavy flow, to insure its reasonably uninterrupted movement and to reduce hazards. In some cases, stop signs may be erected at all approaches to an intersection; this is uncommon, however, being done chiefly where the need for hazard elimination outweighs the needs for uninterrupted movement. Usually, manual control will not be established where stop signs are installed, since the latter will provide sufficient control. However, the signs may be supplemented by manual control, in which case the primary duty of the military policeman is to enforce compliance with them, regulate other conflicting movements such as left turns on the major road, and, if necessary, replace the signs with full manual control of all movements through the intersection.

(6) Other types of signs, such as directional and warning signs, are often distinct aids in simplifying the work of the military policeman, but they do not affect his control operations. Types and their application are discussed in FM 25-10.

(7) Whenever it appears that existing control devices are inadequate and manual control must be instituted instead, confusion should be prevented by making such devices non-operative. Traffic signs should be screened from view or removed, and traffic signals hooded or turned off. Except in emergencies, only authorized personnel should operate the control mechanism of traffic signals. Whenever manual control has been substituted as indicated above, personnel concerned must not fail to reinstate the original type of control upon completion of their regulatory work at the intersection. Complete suspension of sign and signal control as suggested is necessary only when it proves continuously ineffective. Often a control device is adequate except for occasional brief periods; when this is the case, it may be allowed to function

except at those times when contrary manual directions must be given. It is, however, unsound to have a substantial amount of manual direction which conflicts with indications of control devices, since this tends to cause confusion and to break down general respect for such devices.

d. Position. (1) The position taken by a traffic policeman in an intersection is an important factor. Here again, there is no single rule, the intersection design, traffic characteristics, degree of regulation desired, and other variable considerations having an influence on each case. Desirable objectives to be considered are—

- (a) Visibility to traffic.
- (b) Visibility of traffic.
- (c) Personal safety.
- (d) Nonobstruction of traffic.
- (e) Ability to effect necessary control.
- (f) Accessibility to those wishing information.

(2) A position which fully meets all of these requirements cannot always be found. However, the policeman should take a position which meets all to the fullest extent possible. Most important are his visibility to and ability to observe traffic, and his personal safety. The center of the intersection is often the best position, but must not be considered good under all circumstances, especially when regulating fast traffic, when working at complex intersections, or when full manual control is not necessary.

(3) When two or more policemen are stationed at an intersection, each should be positioned where he can best perform his specific job; the man doing the basic flow regulation job should be in the most conspicuous position. Those responsible for controlling certain lines of traffic should, especially at large intersections, be posted exactly at the point where traffic is to be halted, turned, or otherwise directed, as there is a tendency of drivers to pull up to the policeman before stopping or otherwise complying with his signal.

(4) When regulating fast traffic, especially at night, men must be careful to avoid standing directly in the path of approaching traffic unless certain of drivers' intent and ability to stop safely.

e. Manual signals. (1) *General.* (a) Efficient regulation of traffic demands that a proper system of manual signals

be employed to convey directions and orders to vehicle operators. Prompt and proper compliance is largely dependent upon the nature of such signals. They must be uniform, clearly visible, and readily understandable, conforming to the system specified herein. Improper signals cause confusion, hesitation, and violations which make the work of the traffic policeman more difficult and less effective.

(b) Signals must be given in a precise, military manner at all times and in accordance with the standard system. They are given by arm movements, with special lights used at night. The whistle is used to attract attention, prevent violations, and to warn drivers of a change in flow direction. Verbal directions are given only when talking directly to a driver or passenger requesting information; policeman must not shout directions which can be given by proper manual signals.

(c) When two or more men are working at an intersection, each should give only those signals necessary to the execution of his job. Generally, one should be designated to give the basic signals regulating flow, the others supplementing him by appropriate confirming signals to traffic streams assigned to them.



Figure 16. Normal position with streams A and B moving.

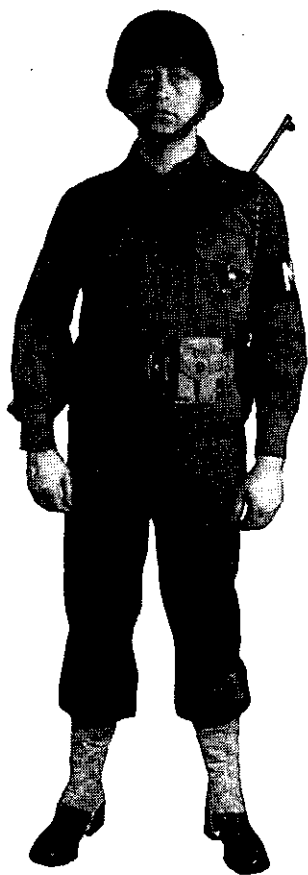


Figure 17. Close-up of military policeman in figure 16.

(2) *Signaling procedure.* (a) When directing traffic by manual signals, the policeman should stand facing one line of stopped traffic, with his sides toward moving traffic. (See figs. 16, 17, 26, and 27.) Signals indicating a change in flow directions are preceded by one blast of the whistle, given when stopping moving traffic and again when starting waiting traffic. To attract the attention of a driver failing to comply with directions, a few short staccato blasts of the whistle are given, followed by the necessary arm signal or verbal instructions. "Stop" and "go" signals are given separately, in that order.

(b) The policeman should not start waiting traffic until the intersection is clear and he is assured that approaching traffic directed to stop can comply with his signal before entering the intersection or passing a designated stop line. It is important that speed and distance be noted carefully to avoid signaling moving vehicles to stop when proper compliance would be impossible or might cause rear-end collisions. The prescribed signal for stopping two lanes is shown in figures 18 and 19. After giving the "stop" signal, the policeman maintains his arms in the "stop" signal position and turns at right angles so that his sides face the traffic to be started.

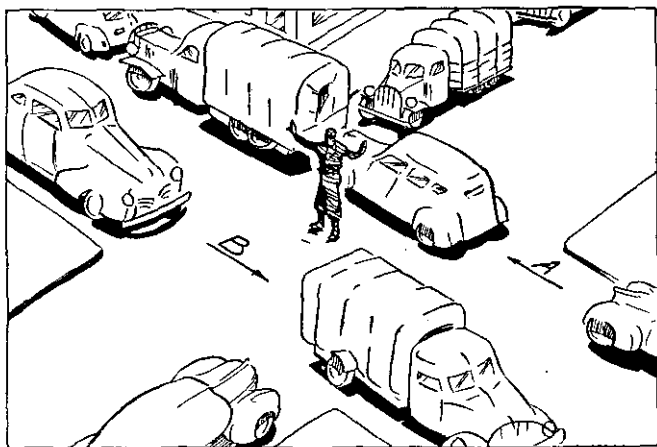


Figure 18. Signaling streams A and B to stop.



Figure 19. Close-up of military policeman in figure 18.

(See figs. 20 and 21.) The "go" signal is then given. (See figs. 22, 23.) Signals should be maintained until recognition and compliance by drivers is assured.

(c) Vehicles approaching an intersection where cross traffic has the right-of-way should be given a "stop" signal, as indicated below, if there are no other stopped vehicles there at the time. The "go" signal need not be continuously repeated while a steady stream of vehicles moves by. Vehicles approaching after a gap, however, should be signaled to proceed if it is likely that drivers are uncertain as to what they should do. Constant "go" signaling is unnecessary and fatiguing; it may also be mistaken as a signal to increase speed. It should therefore be given only as indicated above or when obviously necessary to keep the traffic moving properly through the intersection.

(d) The military policeman should always look toward traffic to which a signal is being given.

(3) *Daylight signals.* Daylight, darkness, and blackout signals vary slightly. In daylight, they are given as follows:

(a) *Stop* (figs. 19 and 27). Arms are extended to the elbow; the hands are upraised, with the palms toward the approaching traffic. To stop vehicles approaching while

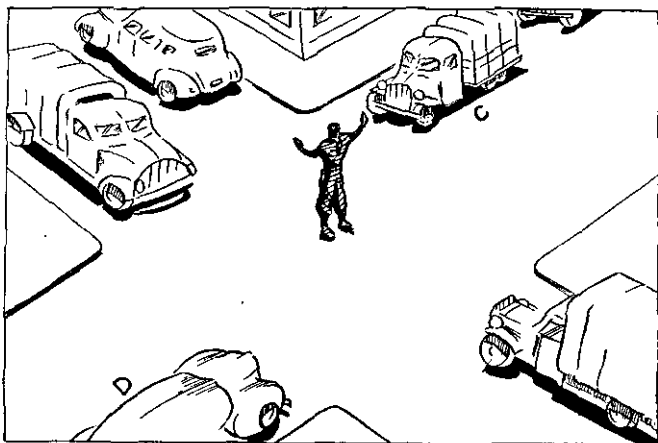


Figure 20. Position preparatory to starting streams C and D.



Figure 21. Close-up of military policeman in figure 20.



Figure 22. Signaling stream C to go.



Figure 23. Signaling streams D to go.

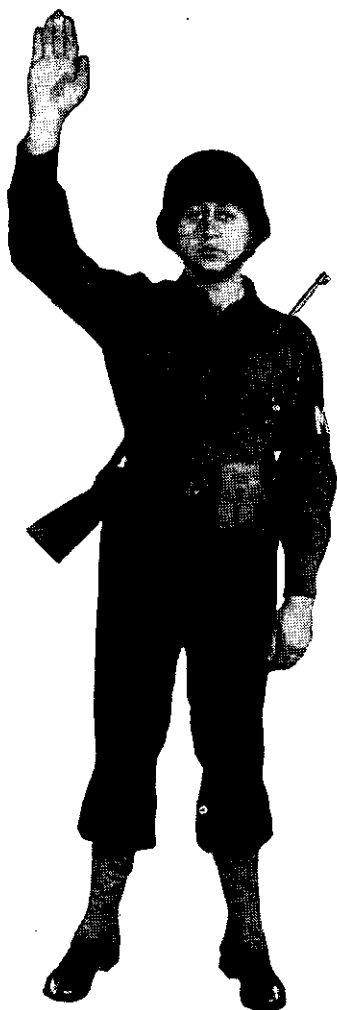


Figure 24. Signaling one stream only to stop.



Figure 25. First movement in signaling stream on right to make a left turn.



Figure 26. Completion of left-turn signal.

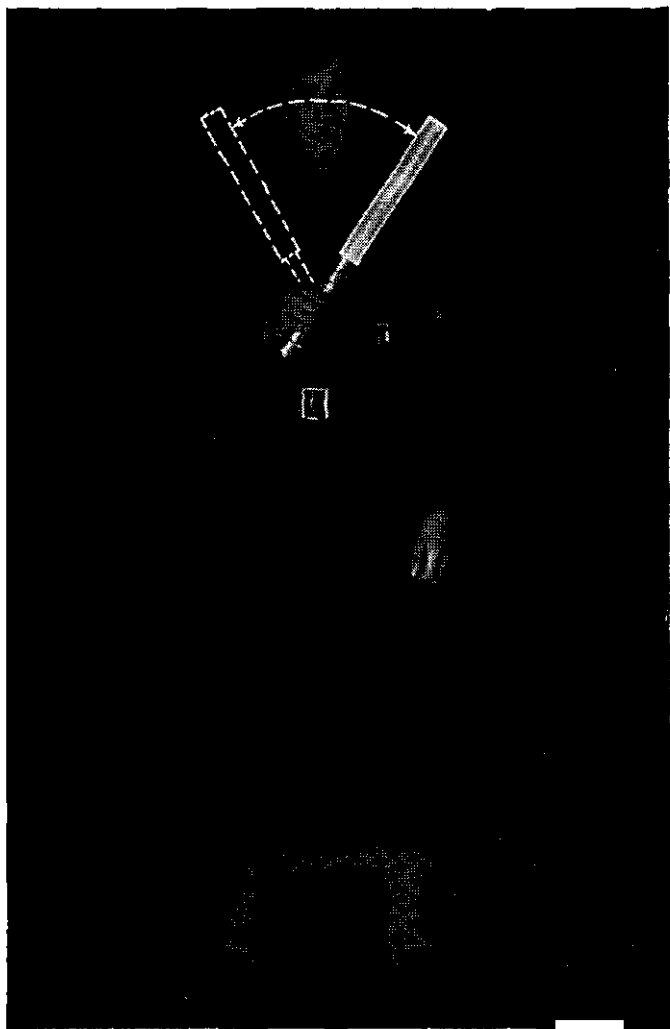


Figure 27. Night "stop" signal.

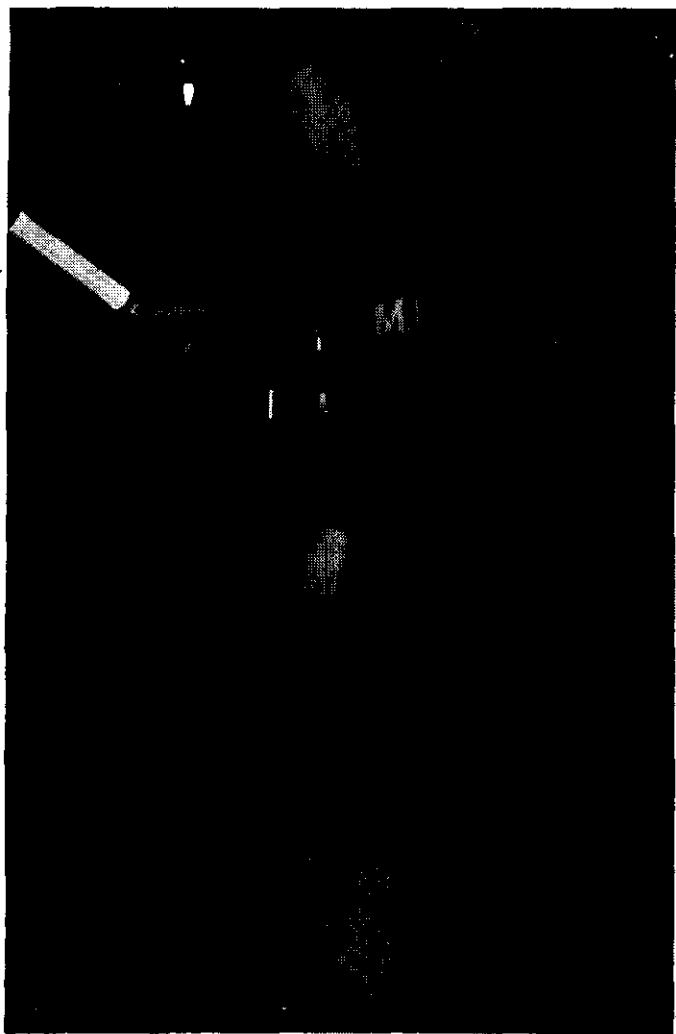


Figure 28. Night "go" signal.

cross traffic has the right-of-way and no other vehicles are already stopped, the signal is varied somewhat, since the man's sides will not be toward such vehicles, as when he stops a stream which has been moving through the intersection. In this case, vehicles approaching from the direction he faces are given the "stop" signal as described above, except that the right arm is extended forward rather than to the side. Those approaching from the rear are signaled by extending the right arm horizontally to the side, palm to the rear. In some cases, however, it may be preferable to turn and face such traffic, giving the signal as suggested above. This is often advisable when traffic approaches at high speed or under poor visibility conditions.

(b) *Go* (figs. 22 and 23). The arm is extended horizontally to the sides and the forearm is swung across in front of the shoulder, with the upper arm kept horizontal as in giving a hand salute. If traffic is to pass in front of the military policeman, the hand is brought to a final position directly in front of the nearest shoulder. (See fig. 23.) If traffic is to pass in rear of the military policeman the hand is brought to a final position directly in back of the nearest ear. (See fig. 22.) This signal should not be repeated unless necessary. To speed up sluggish traffic, the "go" signal is repeated rapidly several times with either or both arms, depending on whether the signal is directed to one or both moving streams. Care must be exercised to limit repetition of the "go" signal to that necessary to keep traffic moving at normal speed. Repeated "go" signals often lead to excessive speed when a column is passing through a dangerous intersection. The sequence of movements used in regulating alternate two-way traffic flow at an intersection is shown in detail in figures 16 to 27, inclusive. Figure 24 illustrates a stop signal given to one traffic stream only.

(c) *Turns*. A permissible turn is indicated by swinging the arm as in the "go" signal, except that on completion of the movement the arm should be extended, with index finger pointing, in the direction of the turn. The man faces in this direction. In the case of a left turn, the left arm is used for the turn signal, and the right arm for a stop signal, if necessary, to through traffic from the opposite direction. If a driver indicates his desire or intention to make a pro-

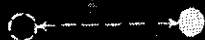


Figure 29. Blackout "stop" signal.

hibited turn, the policeman should shake his head to indicate "no" and then indicate by appropriate arm signal whether the vehicle is to proceed straight through or stop until signaled to make the turn. The whistle should be used if necessary to attract the attention of a driver in such cases. Figures 25 and 26 illustrate the movements used to signal a left turn. The military policeman uses his right hand to caution a traffic stream on his right to remain halted.

(4) *Night signals.* Except under blackout conditions, night signals may be given by use of a special traffic light resembling an illuminated baton, which consists of a flashlight with an amber-colored extension; or an ordinary flashlight may be used with appropriate colored disk. This light should be kept extinguished when not actually in use for signaling. Signals are given as follows:

(a) *Stop* (fig. 27). Baton is held in upright position and wigwagged several times, being swung about 45° to both sides from the vertical position. A stop signal to traffic approaching when no other cars are already stopped is given in the same manner as when stopping a stream moving through the intersection.

(b) *Go* (fig. 28). Baton is swung by giving the daylight "go" signal with the arm. The motion should be somewhat exaggerated and repeated more often because of poor visibility.

(c) *Turns.* Permissible turns are indicated by swinging the baton as in giving similar arm signals in daylight. As with the "go" signal, some exaggeration and repetition may be desirable.

(d) *Special considerations.* The policeman must remember to give a distinct signal to all approaching streams of traffic at night. A stop signal to southbound traffic, for example, may have to be followed by a similar signal to northbound traffic. This is especially true when it is very dark and little more than the lighted baton is visible. When good artificial lighting is present, the baton signals may, if desirable, be supplemented by proper arm signals with the free arm. For uniformity of night traffic direction, however, all intersection control, regardless of visibility, must include use of the standard lighted baton.

(5) *Blackout signals.* Under blackout conditions, signals

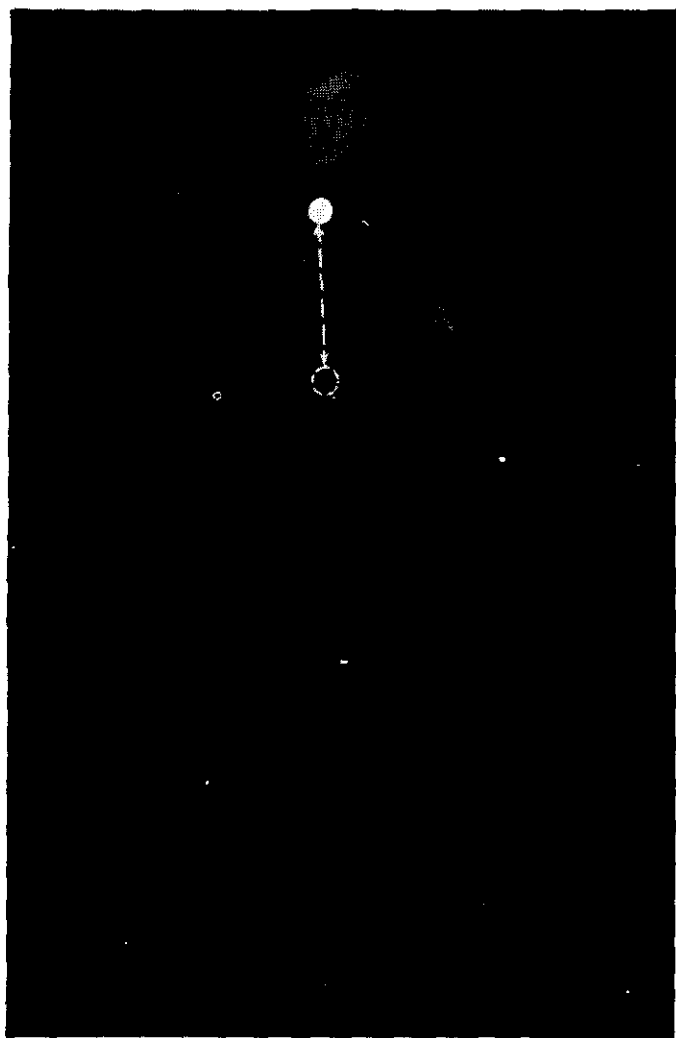
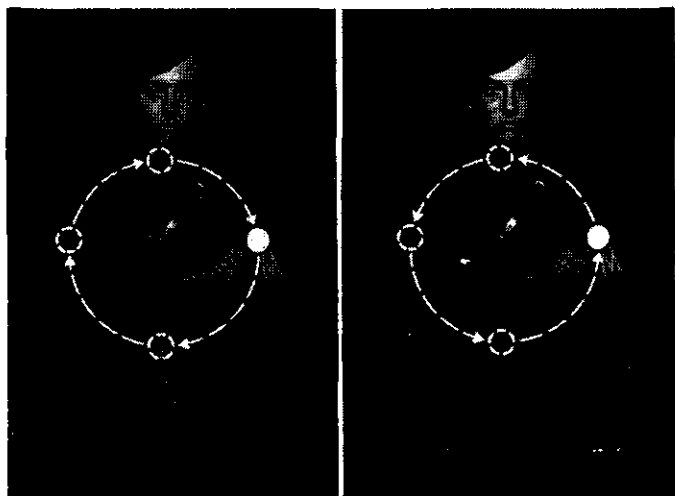


Figure 30. Blackout "go" signal.

may be given with the same light device, but the plastic tube is taped over so as to emit no light and signals are given by the "spot" light from the end of the tube, the lens of which is covered by special paper to reduce light intensity; or an ordinary flashlight may be used with appropriately colored disks. Intensity is further reduced (and battery life extended) by connecting batteries in parallel instead of in series. The light is "aimed" toward each traffic stream when signals are given, care being taken not to elevate it above horizontal or to shine it toward traffic other than that for which the signal is intended. The military policeman should face the traffic being directed, while giving signals. Signals are given as follows:

(a) *Stop* (fig. 29). Light is moved horizontally back and forth across the path of approaching traffic. This should be repeated several times. The same signal is used for traffic to be stopped which approaches an intersection where no other traffic is already stopped.

(b) *Go* (fig. 30). Light is moved vertically in line with



① *Right turn.*

② *Left turn.*

Figure 31. Blackout "turn" signal.

course of approaching traffic; that is, at right angles to the stop signal. This also should be repeated several times. In some cases it may be necessary to give the signal to each vehicle as it approaches.

(c) *Turn* (fig. 31). Light is rotated in a vertical plane, describing a circle about 12 to 18 inches in diameter. The direction of rotation indicates direction of the turn, a clockwise movement (from the viewpoint of the traffic policeman) for a right turn and a counterclockwise movement for a left turn.

68. ONE-WAY DEFILE REGULATION. Traffic flow regulation at one-way defiles is similar to intersection control in that right-of-way is alternately allotted to different lines of traffic, except that in this case streams are moving in opposite directions instead of on crossing paths; conflict is due to lack of adequate road width. Therefore, many points discussed under intersection control, relative to duration of flow, signaling methods, military considerations governing right-of-way, and others are applicable here and should be observed. Defile regulation is, however, sufficiently distinctive in character that certain special points regarding control technique must be noted. Traffic control procedure will vary depending on the length of the defile, visibility, number of men assigned, and control and communication equipment available.

a. Control points. To provide basic control, a military policeman is stationed at each end of the defile to regulate traffic entering it. A man on such duty should take post a sufficient distance back from the entrance of the defile so that traffic may be stopped before approaching so close as to block this point. If there is a view obstruction such as a blind curve or a hill close to the defile entrance, pre-warning signs should be posted, or it may be desirable for the policeman to station himself beyond such a point. This is especially important when the speed of approaching traffic is high.

b. Regulation of flow. Traffic will be allowed to enter the defile in one direction only when it is known that it is clear of traffic proceeding in the opposite direction. This fact may be indicated in one of several ways. Under the

simplest system, the policeman at one end hands a distinctive white baton to the driver of the last vehicle in a group sent through the defile. This baton is handed to the man at the other end of the defile, who in turn sends it back with the last vehicle in the group sent through in the opposite direction by him. Neither man may send traffic through the defile except after receiving a baton from the man at the other end, unless he communicates with him first to assure himself that the defile is clear and to indicate his intention. The right-of-way is assumed to be alternately assigned unless other arrangements, known to the control personnel at both ends, are made. Such arrangements are desirable when traffic is light and intermittent in both directions, and it might be desirable to send two or more successive groups through in one direction without any intervening traffic from the other direction. To permit this procedure, men at each end of the defile must be provided with several batons.

c. **Internal control.** (1) In addition to using the baton, groups may be followed through the defile by a traffic patrol unit, or a man may be assigned to ride through on the last vehicle of each unit, to report to personnel stationed at the ends that the defile is clear. Such procedures offer the following advantages over the baton method:

(a) They provide more positive assurance that the defile is clear.

(b) Frequent observations may be made of conditions throughout the defile as a basis for reports on necessary road maintenance, sign posting or replacement, and other measures designed to increase traffic efficiency.

(c) Improper stopping of vehicles within the defile may be prevented, accidents handled, and disabled vehicles moved out of the way.

(2) Personnel assigned to trail columns through a defile should be alert for opportunities or needs for action which will maintain or increase traffic efficiency. In the event of column stoppage, they should proceed forward immediately, going across country in vehicles, or on foot if necessary, to the location of the stoppage so that corrective action may be initiated. If immediate resumption of traffic flow is not possible due to a serious road block, this fact should

be immediately reported, by the most rapid available communication facilities, to traffic control headquarters of the area, so that any necessary action may be initiated to restore normal flow and so that, in the meantime, desirable traffic reroutings may be effected. Immediate steps must be taken to prevent the entrance of other vehicles into the blocked defile. If a disabled vehicle blocks the road, it should be moved aside and the rest of the column taken through. Such vehicles should, if and when ready to proceed again, be moved with the first subsequent traffic going through in the desired direction.

(3) This system of supervision within a defile, and coordination of regulation at its two extremities, is not necessary in simple situations, as in the case of a short defile operated under favorable conditions. It is, however, desirable in the case of long defiles, especially when heavy and important traffic is being handled, when road, weather, and visibility conditions are poor, or when other handicapping factors make the situation critical.

(4) It may also be desirable to station men at critical points within a defile to help assure proper movement of traffic and to report on traffic difficulties or necessary road maintenance work. Foot, bicycle, or motorcycle patrols through the defile, or along the most critical stretches, may also be desirable.

(5) In the case where there is danger of columns becoming lost en route through long defiles, an escort to lead traffic may also be desirable.

d. Duration of flow. (1) Duration of flow in one direction through a defile will, as previously indicated, be governed largely by principles of flow regulation and by military considerations discussed under the subject of intersection regulation. When a great majority of traffic is moving in one direction, such flow should be given continuous right-of-way except when a sufficient demand for movement in the opposite direction occurs. The operation of a long defile in this manner makes telephone or radio communication between the two extremities highly desirable, in view of the costly delays involved in relying solely on messenger service. Upon the approach of a column or a sufficient amount of general traffic moving in the direc-

tion opposite to that of the major flow, word should be sent to cut off the flow through the defile to clear the way for such traffic. The flow should be cut off at once unless such would break up an organic unit or deny right-of-way to traffic with a higher priority than that waiting to enter the defile. Word should be sent back as to when such cutting off of flow will occur.

(2) Major flow should not be interrupted for every individual vehicle approaching from the opposite direction. Such vehicles, unless it is imperative that their progress not be impeded any more than absolutely necessary, should be held until a sufficient number accumulate to warrant their being given the right-of-way. If, however, the flow is so light in this direction that this might occasion undue delay for those arriving first, more frequent interruption of flow to accommodate a relatively small amount of traffic may be justified. By constant communication between men stationed at the extremities of the defile, the best manner of accommodating such vehicles may be determined. Full advantage of gaps in the major flow should be taken to filter vehicles through in the opposite direction. Thus with heavy flow in both directions, right-of-way must be alternated as at an intersection and in accordance with the same governing principles. However, duration of flow in one direction should be longer in proportion to the length of the defile than at an intersection, because of the movement time lost every time the direction of flow is alternated. The fewer the changes in direction, the greater the traffic capacity of the defile. Therefore, a continuing demand from one direction should be accommodated as long as possible without causing undue delay or road congestion beyond the other end of the defile when traffic is waiting to enter it. Maximum use of the defile in accordance with traffic demands must be assured by not holding up traffic at one end when there is no demand from the other end.

e. *Special types of defiles.* Essentially the same technique applies to other traffic control situations generally similar to defile regulation.

(1) *Column passage.* The passage of a column by another moving in the same direction which must, to pass, operate in the lane normally assigned to traffic moving in

the opposite direction presents a one-way defile situation. It must be determined that this lane is clear before the passing movement is initiated, and it must be kept clear, by patrol and escort operations, until the movement is completed. Notice of completion of passage must be conveyed by use of baton, preferably supplemented by traffic personnel trailing the column, so that normal two-way operation may be resumed. This type of operation must be avoided whenever possible by arranging for passage of columns at a point where the number of lanes available, or the possibility of moving the overtaken column off the road, makes one-way traffic control unnecessary. Such passage should also be arranged, if possible, when the overtaken column has a regular halt scheduled, although this consideration should not exercise undue influence, especially if general traffic efficiency is better served by other arrangements.

(2) *Alternate one-way routes.* Another example is the operation of a route as a one-way road alternately in opposite directions during different periods. This may be done even though the road could carry two-way traffic, to increase traffic efficiency under special conditions. In this case, the responsibility of traffic control personnel is to enforce the one-way regulation in effect and to make sure the route is clear before admitting traffic in the opposite direction at the prescribed time.

69. PATROLS. Traffic patrols are an important part of the traffic control system. While they have specific duties assigned to them their work is less fixed and routine than that performed on fixed posts. The effectiveness of their contribution therefore depends in large measure on the initiative and alertness of military policemen assigned to this duty. They must cover their routes as thoroughly as possible and constantly seek opportunities to procure the information and perform the regulatory work upon which the whole control plan is so largely dependent for its successful execution. They must bear in mind that patrolling is not an end in itself, but a means of extending supervision and increasing the flexibility of control. Particularly important is the preventive work which patrols can do to minimize the danger of road and traffic blocks and their disastrous consequences.

a. Duties. Patrols have the following specific duties:

(1) Observe and report evidences of road deterioration requiring engineer work.

(2) Observe and report needs for new road construction and for changes in traffic circulation and control, which will increase traffic efficiency.

(3) Note the condition of traffic signs, report the need for any replacements, or replace those immediately needed.

(4) Enforce pertinent traffic regulations.

(5) Provide information and directions to traffic.

(6) Handle accidents.

(7) Assist traffic control personnel at fixed posts, when necessary.

(8) Regulate traffic, when necessary, at locations where control is not otherwise provided.

(9) Advise traffic control headquarters on the progress or movements.

(10) Provide emergency escort services to columns, when necessary.

b. Transportation. Traffic patrols should, so far as possible, be motorized, using small trucks or motorcycles. They may, however, function well in some cases using bicycles or operating on foot; this is especially true on narrow, crowded roads, or under low-speed blackout operations.

c. Technique. (1) Patrol units should cover their assigned areas as thoroughly as possible. Method of operation will depend on whether the more important responsibility of a patrol is checking various critical points or providing general interpoint supervision. In the first case, a patrol unit should move quickly and frequently from point to point. In the other case, it should cruise more slowly along routes between control points. It is generally desirable for patrols to combine both techniques to some extent, emphasis always being placed on the type which current conditions indicate to be more important.

(2) To avoid suspension of patrol operations due to need for attention to traffic at some one location for a considerable period of time, one man should continue patrolling if the other can handle the situation alone. Whenever possible, other personnel should be sent out to take over the situations so that regular patrol may be resumed.

(3) Patrols should give greatest attention to the most critical locations. For example, a bridge which might be destroyed with serious disruption of traffic circulation should be frequently checked. Similarly, possible traffic bottleneck points at which personnel are not stationed should be visited frequently. Often it will be desirable for a patrol to stop at a critical point for a short while to observe conditions, seeking to determine whether any special action or recommendations are warranted.

(4) So far as possible, patrols should seek to circulate freely, rather than moving as a part of traffic; this is especially important in heavy traffic, since patrol is of little value as just one more vehicle in traffic. At the same time, they must be careful to avoid creating a hazard or obstruction by their manner of operation.

d. **Observation.** The following check list is a partial indication of the types of things for which patrols should be alert:

- (1) *Road condition.* (a) Breaking down of shoulders.
- (b) Holes and ruts.
- (c) Slippery surface.
- (d) Road blocks.
- (2) *Traffic circulation.* (a) Violations of routing regulations.
- (b) Movements ahead of or behind schedule.
- (c) Unanticipated movements.
- (3) *Traffic violations.* (a) Excessive speed.
- (b) Parking on roadway.
- (c) Double banking.
- (d) Improper lights.
- (4) *Traffic conditions.* (a) Congestion at bottleneck points.
- (b) Inefficient use of road space.
- (c) Traffic accidents.
- (5) *Traffic control.* (a) Adequacy of point control personnel.
- (b) Needs for regulatory warning and directional signs.
- (c) Effectiveness of control systems and techniques.

70. AIR OBSERVATION. When weather, visibility, and terrain features permit, and tactical considerations do not

make it inadvisable, observation aircraft carrying traffic control personnel can be employed to good advantage in traffic direction. The purpose of aerial traffic patrols is to secure a more general picture of traffic conditions than can be secured from ground supervision, and thereby to anticipate needs for special control measures, to determine their proper nature, and to direct their execution. Full utilization of such air patrols thus demands that they function as more than just observers. A traffic control officer flying over the roadnet is often in a much better position than one on the ground to direct operations, since he gets a picture of the situation by actually observing current traffic circulation and road conditions, rather than depending upon its delayed reproduction on a map.

a. **Air-ground coordination.** (1) Good air-ground coordination is essential since obviously air patrols cannot usually perform actual traffic regulation. Two-way radio contact should be established between airplanes and key ground points, including traffic control headquarters, traffic patrols, and escorts and personnel posted at critical bottleneck points on the roadnet.

(2) Airplanes should also be equipped with public address equipment for broadcasting information and instructions directly to traffic and to traffic control personnel not equipped with radios. Such equipment is also useful when radio silence is imposed or when radio reception is not clear.

b. **Identification of locations.** Air observers must be thoroughly familiar with the appearance of an area from the air so that they can identify locations readily. Thorough advance study of aerial photographs and maps is essential. Reference points clearly visible and recognizable from the air should be noted on maps. Copies of traffic orders and circulation plans should be carried, and also traffic control plans showing the assignments of control personnel to point, patrol, and escort duty.

c. **Technique.** (1) Observers may be the first to perceive necessary modification of control operations, and may, on the basis thereof, suggest or direct special regulation; or need for plan modification may be determined first by ground personnel, air observers being then asked to submit information and recommendations helpful in determining possible

and effective rerouting, rescheduling, and other measures. To be prepared for service of either type, air observers should patrol their assigned areas thoroughly, noting all conditions affecting traffic control.

(2) Speed, altitude, area covered, and manner of patrol will necessarily vary in accordance with the influence of several variable factors. Procedure must be determined, so far as there is freedom of choice, by consideration of what will give greatest assurance of being able to perceive and to act upon needs for instructions to ground personnel. As a general rule, observers should concentrate their attention on the most critical roads, intersections, or areas.

d. Observations. Conditions for which air observers should be especially alert are the following:

(1) *Simultaneous convergence of conflicting columns upon an intersection or other bottleneck.* By directing rerouting or change in rates of march, congestion and delay due to their meeting may often be avoided.

(2) *Road blocks.* Proper rerouting of traffic can often be more effectively determined from the air. Moreover, congestion can often be prevented from developing by detecting road blocks sooner than would be possible from the ground, thus speeding up remedial work by engineer and traffic control personnel.

(3) *Traffic blocks.* The existence and nature of serious congestion, often not fully apparent at any one ground location, can usually be quickly perceived from the air, and control work necessary for its relief can be coordinated over a sufficiently large area.

(4) *Improper traffic movement.* Such faults as improper spacing within a column, failure to utilize road width most efficiently, and the retarding of a fast column by a slow one, are more readily apparent from the air. Directions for their correction may greatly increase traffic efficiency.

(5) *Movement in violation of orders.* Columns proceeding the wrong way on one-way roads, entering roads reserved for scheduled movements, or in other ways threatening disruption of the circulation plan, can be quickly observed and reported from the air. This helps to prevent trouble, by facilitating prompt suspension of such move-

ments or, if they are necessary, modification of other elements of the circulation and control plans.

(6) *Inefficient control operations.* Lack of coordination of control of different intersections, improper allocation of right-of-way to conflicting traffic streams, and other deficiencies of control can be quickly detected and therefore more often corrected.

e. *Corollary functions.* (1) Such observation aircraft are also useful for various other functions, including—

(a) Rapid messenger service when other fast channels of communication are not available.

(b) Transportation of control personnel to critical points when ground travel cannot be performed quickly enough.

(c) Checking on the proper coverage of all traffic control posts by assigned personnel.

(2) They may also render valuable services which contribute to tactical security by reporting the approach of enemy aircraft or armored vehicles and by noting and reporting inadequate camouflage.

71. **ESCORTS.** As previously indicated, the purpose of a traffic escort is to expedite the movement of a particular column, usually by securing for it the right-of-way over traffic of lesser importance or assuring that it is not unduly delayed by other traffic. However, the fact that a column moves under escort does not necessarily mean it has priority over all other traffic. When such a movement is made through a section where an area control system is in effect, escort personnel do not take precedence over area control personnel; movement of their column must be in accordance with traffic orders for that area. Similarly, an escorted column may on occasion be required to observe traffic signals, speed limits and other regulations when going through cities. Escort personnel must therefore not interpret their duty to be procurement of *uninterrupted* movement for their column regardless of traffic regulations and other traffic. Their traffic control work must be determined by the plan of the march and the specific instructions issued for their operation.

a. **Duties.** In performing their job, escort personnel must move out in advance of the column to—

(1) Provide necessary traffic control and column guidance

at unregulated intersections or those where existing regulation (as by a traffic signal) is inadequate or inappropriate.

(2) Advise traffic control personnel encountered along the route of the approach of the column.

(3) Discover any road or traffic blocks, and either eliminate them or notify the column so that a halt may be made or an alternate route followed. Escort personnel thus perform some of the functions of both point and patrol duty.

b. Posting escort personnel. Escort personnel may be posted by either of two methods, as follows:

(1) Each man of the escort detail is provided with his own transportation, usually a motorcycle or small truck. They proceed on ahead of the column, taking post at successive locations along the route where control or guidance is or may be required (intersections, one-way defiles, turns, halt points, and turn-arounds). As soon as the tail of the column passes a man, he leaves his point, overtakes and passes the column, and goes on ahead to take post at the first point requiring control beyond the farthest ahead member of the escort detail. Each other man in turn follows this procedure, so that members of the detail are continually "leap-frogging" the column so long as such control is necessary.

(2) Under the other system, the escort detail is moved out ahead in a smaller number of large vehicles, each carrying one less man than its capacity. The escort commander moves out in the lead vehicle, which carries only him and the driver. When the first control point is reached, this vehicle is parked and its driver posted. The commander mounts the second vehicle and, followed by the others proceeds to the next control point, where a man is placed. Others in this vehicle are successively posted, the driver parking and taking the last post. The commander then mounts the third vehicle and repeats the process with this and succeeding groups until all personnel are posted. To save time, each man is given his instructions while en route. When the column has passed the first man posted, he falls in behind it. Each of the other drivers falls in behind in turn. Other escort personnel are picked up by the drivers as their posts are passed. These groups "leapfrog" the column to take up new posts ahead if necessary; otherwise they trail the column. The escort commander should have pertinent information of the route of

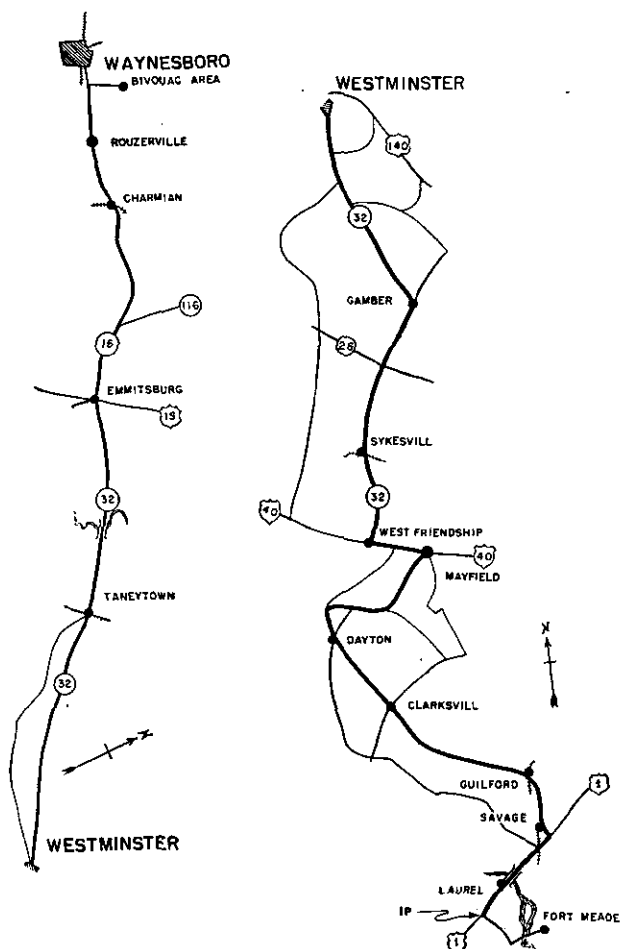


Figure 32. Strip map.

march. In many situations, similar information should be provided escort personnel, principally the drivers of escort vehicles. Such information is most conveniently shown on a strip map. (See fig. 32.)

c. Relative merits of systems. The first system assures greater flexibility and mobility, but its use may be prevented by the lack of adequate transportation, in which case the other method must be used. On the other hand, the first method often requires the use of less personnel, since "leapfrogging" of the column may be accomplished more rapidly. Small trucks or motorcycles used as individual transportation are also often better able to overtake and pass the column than are large trucks carrying several men. If, however, escort requirements are fairly simple and are well established in advance, as in the case of movement through a previously reconnoitered city or town, the second method may be fully satisfactory. It is also usually adequate when road widths and column speed and length present no serious difficulties to "leapfrogging" operations.

d. Intersection control. (1) Escort personnel assigned to regulate intersections through which the column must pass should observe all applicable points previously discussed relative to intersection regulation.

(2) Undue interference with cross traffic should be avoided by not holding it up until actually necessary and by allowing it to filter through gaps in the column. At the same time, care must be taken to avoid the risk of accidents and congestion by cutting of conflicting traffic streams in time to assure both a clear intersection and a clear route for a sufficient distance ahead to enable the column to maintain its speed.

(3) Escort personnel must be alert for possible accidents and should not hesitate to signal vehicles in the column to slow or stop if necessary to avoid a collision due to disregard to their directions by conflicting traffic. Special care must be taken to prevent conflict with cross traffic when a column is authorized to proceed through stop signs or red lights at intersections.

e. Additional escort. Additional escort personnel may be assigned to lead and follow the column. Those assigned to cruise ahead of the columns should be alert for any inter-

fering conditions not taken care of by posted escort personnel, such as slow-moving traffic or between-intersection congestion. Those trailing the column should help keep the column in proper formation by requiring drivers who drop out without cause to rejoin the column. They should also seek to prevent excessive speed and other forms of improper operation by drivers seeking to overtake the column after having dropped out. In event of accidents they should stop, render aid, and extend any necessary help with investigation and salvage operations. They should also guard the rear of the column when halts are made.

72. BEARING AND CONDUCT. a. The system of authority and discipline inherent in military organizations provides a sound basis for the regulatory actions of the military traffic policeman, and generally assures willing and immediate compliance with his directions. Military police must not assume, however, that this means that they can be unconcerned about the impression made by their bearing and conduct, or the attitude toward them of those they control, or that they can be gruff, sarcastic, or otherwise unpleasant in the discharge of their duties. Positive efforts must be made to earn and deserve respect by performing duties in an efficient and courteous manner. Traffic control work is thereby performed more easily and more effectively.

b. The military traffic policeman's every act while on duty influences the attitude which is developed toward him and, of greater importance, toward what he represents. By the manner of executing his duties he must convey an impression of competency for his job. He cannot otherwise command respect or confidence nor secure, to the desired degree, prompt and proper compliance with his directions. In his contacts with personnel he must avoid unwarranted conduct and remarks which cause irritation and antagonism. Firmness is necessary. But harshness is neither necessary nor proper in the enforcement of traffic regulations. Neither is it the function of the military policeman to discipline personnel.

c. Following are more specific guides to proper conduct of military traffic policemen to be observed at all times while on duty:

- (1) Be and act alert.
- (2) Display confidence and composure.
- (3) Act without evidence of indecision.
- (4) Execute signals and other maneuvers in a precise military manner.
- (5) Display pride and interest in assigned duties and responsibilities.
- (6) Maintain self-control.
- (7) Provide assistance and information in a willing manner.
- (8) Treat all persons fairly and impartially.
- (9) Be firm without being officious or overbearing.
- (10) Be courteous.

73. GIVING DIRECTIONS AND INFORMATION.

a. An important special responsibility of military traffic personnel is the furnishing of route and location information to drivers and column commanders. This is a great aid to those thus served, and also helps expedite traffic flow generally. Men on traffic duty must prepare themselves to extend this service effectively by familiarizing themselves with all important facts on which they may be queried, and by developing the ability to give information quickly and clearly.

b. Traffic personnel should anticipate the questions most likely to be asked and prepare clear and simple answers which can be readily given when occasion demands.

c. Each man should have a map of the area, or at least a sketch, showing important routes and establishments, for reference in determining and indicating proper answers to inquiries. His own location should be indicated on the map to assist in giving directions and acquainting persons with their present location in relation to their destination.

d. Directions should be given in the simplest, briefest possible terms, both to save time and avoid misunderstanding. All necessary information should be given, but non-essential facts or comments should be avoided.

e. If unable to answer an inquiry, the policeman must not guess. He should indicate that he does not know, and offer to secure the information or direct the person to someone else who can supply it. Whenever estimates are made, or

facts are doubtful because of changing conditions the degree of reliability of information furnished should be clearly indicated.

f. If directions of a complex nature are necessary, it may be desirable to give the person a rough sketch or note on which essential facts are indicated. This can often be prepared and referred to while verbal instructions are being given. The points along the route where additional directions can be secured, or facts rechecked, should also be indicated.

g. Before giving directions, the traffic policeman should make sure he understands exactly what information is desired. He should also make sure, if possible, that the driver is actually asking for the right information. A driver may, for example, ask how to get on a certain road which he thinks will take him to his destination, but which is not in fact the correct route.

h. Distances, compass directions, route names or numbers, town names, distinctive landmarks, and other facts should be indicated as accurately as possible whenever helpful or essential. Drivers should also be warned of locations where they may easily become confused or lost.

i. In wartime, precautions must be taken to assure that, so far as possible, information which would be of value to the enemy, such as the location of command posts and other important establishments, or the nature of traffic movements, is given only to proper persons. Military traffic policeman should be alert for enemy agents who, posing as civilians or even dressed in the uniform of our own or allied forces, may seek information by apparently proper questioning. Suspicious indications, such as overinquisitiveness, requests for nonpertinent directions or information, or requests for information which should already be known to the person, should be watched for.

74. TRAFFIC POSTS. Traffic posts are located at intervals on the main supply roads. They are small information and report centers.

a. All traffic posts should be able to furnish the following information to passing convoys and other troops.

(1) Location of traffic post and map reference.

- (2) Location of neighboring traffic posts.
- (3) Location of local headquarters.
- (4) Location of local dumps and installations.
- (5) Location of repair units, medical units, and engineer road repair facilities.
- (6) The lay-out of own and adjacent routes.
- (7) Where roads lead and approximate distances.

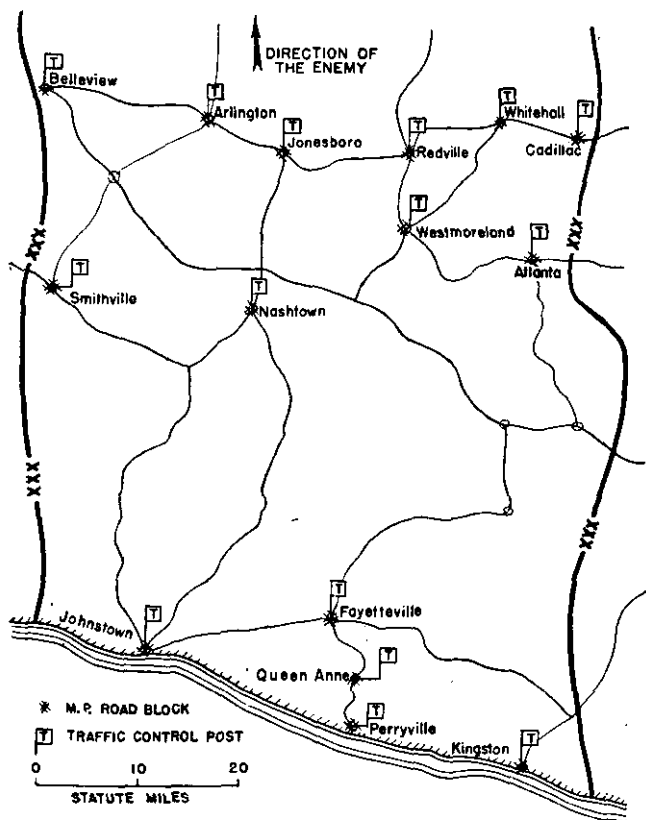


Figure 33. Traffic posts are located at intervals on the main supply roads. They are small information and report centers.

- (8) Bridge classifications.
- (9) Detailed road intelligence.
- (10) Local diversions.
- (11) Nearest telephone.
- (12) Local bivouac areas.
- (13) Progress of convoys.

b. Traffic posts will receive the following information from passing convoy or serial commanders from casual vehicles and from other troops.

(1) Location and designation of all units near the traffic post.

(2) All important road data, and road information.

(3) All convoys of five or more vehicles report to all traffic posts the serial number of the unit, the number of vehicles, the casualties, and other pertinent information.

c. Fixed posts should be established to control and direct traffic at cross roads and other points where control cannot be achieved by traffic signs. In order that they can provide passing convoys with information about the routes, fixed posts are provided with a diagram similar to a range card showing where local roads lead and the name of, and directions and distance to, the nearest towns. Military police on fixed posts should know the information listed in 1, 3, 5, 7, and 11 in a above.

Section V. TRAFFIC ACCIDENTS

75. **GENERAL.** a. Effective handling of traffic accidents is an important traffic control responsibility. The immediate consequences of an accident must be promptly and properly dealt with to insure care of the injured, salvage of property, and minimizing of hazards and traffic interference at the scene.

b. In addition, thorough investigation must be made, both as a basis for settlement of claims and to secure facts which will aid in accident prevention work. This last is of special importance. Corrective action can be selectively taken only if facts about the accident problem are known, and only good accident investigation can reveal such facts. Attention

must be directed to every case, regardless of the severity of damage or injury. From the accident-prevention standpoint, the important point is the occurrence of a collision and its causes, not the results. Every accident may furnish valuable clues to necessary preventive work; seriousness of results is often determined largely by chance and has little or no bearing on seriousness of causative defects or errors.

c. Accident data are of interest to traffic control personnel and to all others responsible for aspects of motor transport and traffic control efficiency. Various agencies can take specific action to reduce hazards. Such data aid the military police in determining—

- (1) Needs for changes in traffic control technique.
- (2) Desirable modification of control plans.
- (3) Violations to which attention should be particularly directed.
- (4) Recommendations for road improvement.
- (5) Recommendations for modification of traffic circulation plans.
- (6) Recommendations for improvement in march discipline and methods.

76. BASIC DOCTRINE. The procedure of handling accidents varies under different circumstances, depending on the severity of the case, the relative importance of investigating the accident thoroughly or restoring normal movement quickly, what civil or military investigating personnel other than military police are present, whether civilians are involved, and other circumstances. Aside from these, it must be remembered that the basic treatment of accidents differs materially in time of war, under combat conditions, from that in time of peace (or in time of war in the zone of the interior or other areas remote from combat zones).

a. **Combat zone.** (1) Under combat conditions, the thorough handling of accidents is usually neither possible nor justifiable. Accidents must, in large measure, be regarded primarily as combat casualties rather than as accidents in the ordinary sense. Moreover, the urgency of other duties prohibits giving the time required for a full investigation and report; also the data would often be of little or no value in planning future preventive measures, since in a rapidly

TRAFFIC ACCIDENT MEMO

Location_____

Date_____ Time_____

Weather_____ Visibility_____

Road surface_____

Type of accident_____

How occurred_____

Apparent cause_____

Recommendation_____

Reported by_____

NOTE. Special (short form) traffic accident report form for military police use when conditions do not permit or warrant full investigation and report, but brief report is desirable for traffic control purposes.

changing situation past accident experience does not usually offer a reliable basis for prediction of future experience. Under combat conditions, therefore, the only action to be taken when an accident occurs is to render first aid and arrange for evacuation for the injured, arrange for salvage of vehicles, and restore normal traffic flow.

(2) Normally, the accident itself will be taken care of by column personnel. Military police should, however, render any necessary aid. In the event no column personnel are present, as will often happen when vehicles are proceeding by infiltration, military police should take all necessary action. Their primary duty in all cases, however, will be to prevent further accidents at the scene and restore traffic conditions to normal as rapidly as possible.

(3) However, a high frequency of accidents, apparently traceable to defects in traffic operations rather than to normal hazards of warfare, should be brought to the attention of traffic control headquarters by military traffic police so that corrective action may be sought. Military police who cover accidents which are apparently of this type should therefore submit a brief report to their headquarters. A suggested form for such a report is shown on page 121.

b. Outside of combat zone. At other times, more thorough treatment will be accorded accidents. Accidents involving vehicles in a convoy in peacetime or under other noncombat conditions are handled by column personnel. Normally, the unit officer takes charge, arranging for first aid to, and evacuation of, the injured, salvage of property, and procurement of facts by preliminary investigation. Personnel first on the scene should initiate all such activity pending his arrival. Military police should render all possible aid necessary. The column commander is immediately notified when an accident occurs, so that he may go to the scene himself or designate an investigating officer to represent him.

c. Cooperation with civil authorities. Military authorities cooperate fully with civil authorities in the investigation and reporting of accidents. Military and civil police at the scene of an accident can be mutually helpful in securing information and handling traffic congestion and other attendant problems due to the accident. Upon re-

quest, civil authorities are furnished with copies of military accident reports.

77. DETAILED PROCEDURE IN ACCIDENT CASES.

The following are the essential items involved in the thorough handling and investigation of a traffic accident under other than tactical conditions. All might not be performed in a given case, but military police should be familiar with all of them in order to be prepared to take appropriate action in any case.

a. **Proceed promptly and quickly, but safely, to scene.** Immediate attention is imperative to assure proper care of the injured, prevention of further accidents or congestion, and procuring of witnesses and evidence. However, unwarranted high speed or reckless driving en route to an accident must be avoided.

b. **Render first aid.** Proper performance of this duty involves rendering necessary immediate first aid to the injured, procuring competent medical service if required, and arranging for their proper evacuation. Civilians should be taken to the nearest hospital, military or civilian; military personnel should be taken to the nearest military hospital unless the seriousness of their injuries makes it advisable to take them to a nearer civilian hospital for emergency treatment.

c. **Establish emergency control.** (1) This involves immediate reduction in hazards at the scene and restoration, as soon as possible, of normal traffic movement. This control work should be done first by military police, if other competent personnel are available to care for the injured. To reduce hazard, personnel or warning signs should be posted a sufficient distance from the scene on all approaches. At night, warning flares should be used when the tactical situation permits. In some cases, temporary rerouting of traffic may be desirable; if not, blocking of the road by halted vehicles or pedestrians in the roadway should be prevented, and reasonably low speeds enforced. Special precautions must be taken when such hazards as fire, damaged power lines, or the presence of inflammable or explosive materials are present.

(2) If a full immediate investigation is desirable and practicable, the scene should not be changed until all neces-

sary evidence has been secured, measurements made, and photographs taken, even though this may delay passing traffic; undue delay should be avoided, however, by performing such phases of the investigation as early and quickly as possible. When restoration of normal movement is the primary consideration, on the other hand, damaged vehicles and other obstructions in the roadway should be cleared away as rapidly as possible and traffic congestion cleared up, the situation being handled as in the case of any temporary road or traffic block.

d. *Secure pertinent facts.* When the situation permits, the investigator must diligently check all sources of information, bearing in mind that investigation must seek to establish *causes* of the accident, not merely the *results*. A good investigation, moreover, involves a thorough search for all pertinent facts and their proper interpretation, not merely a routine gathering of the data called for on an accident report form.

(1) *Questioning drivers.* The drivers involved (and pedestrians if involved) should first be questioned, if possible. Each should be questioned separately, so that independent stories may be secured. The questioning should secure necessary identification data and the person's version of the accident, and the investigator should carefully observe the person for evidence of physical defects or intoxication. Statements of drivers should, when possible, be written down informally at the time.

(2) *Witnesses.* (a) Witnesses should next be sought and questioned, special effort being made to secure disinterested witnesses.

(b) A witness should be addressed in a calm, assured manner, neither officious nor hesitant, and asked to identify himself and tell in his own words what he saw. Persons unable to express themselves with ease should be aided by prompting, but the investigator must be careful to avoid putting words in a witness' mouth which will distort his story.

(c) Care should also be taken to detect false witnesses who tell distorted stories because of an interest in the case, an overactive imagination, or poor powers of observation

and memory. Checking their statements against known facts will often help.

(d) The essential facts in witnesses' statements should be recorded informally when made and the witness should be asked to sign this statement.

(3) *Physical evidence.* Facts thus secured should be augmented by an examination of physical evidence and careful examination of the physical nature of the accident location. Among the important points to be checked for possible bearing on the case are the following:

- (a) Type, condition, and width of roadways.
- (b) Design of roadway at the location.
- (c) Weather and visibility conditions.
- (d) Point of impact on the road.
- (e) Points of impact on vehicles and extent of damage.
- (f) Course of vehicles before and after impact.
- (g) Skid marks.
- (h) Traffic control devices in operation, and their visibility and condition.
- (i) View obstructions.
- (j) Vehicle defects not due to collision.

(4) *Other action.* If measurements are pertinent, they should be accurately made rather than estimated. Photographs may be desirable for future reference or court use, especially in the case of perishable or bulky evidence or facts which can better be presented by a picture than by words. Full notes on data secured should be taken during the investigation, rather than relying on memory. Reports should be written as soon as possible, while the case is still fresh in the investigator's mind.

e. *Clear up scene and restore order.* (1) Upon completion of the investigation, the scene must be cleared up and restored to normal. This involves removal of damaged vehicles and clearing away of glass and other debris in the roadway. This must be done earlier in cases where non-interference with traffic is essential, but the scene should never be left unless all such necessary work has been done.

(2) Sometimes there will be delay in removal of damaged vehicles or other objects, due to difficulty of accomplishing this. In such cases a guard should be posted to regulate traffic past the point, if necessary, and to protect valuable

property from theft or vandalism. Warning signs (flares at night) should be kept in place as long as a traffic obstruction exists. Salvage will normally be handled by column personnel or through agencies other than the military police, although they must assume the responsibility for arranging for it if necessary.

78. SPECIAL ACTION IN HIT-RUN CASES. If a "hit-and-run" driver has been involved in an accident coming under military jurisdiction, this should be determined at the outset to avoid delay in initiating a special investigation and search.

a. Identification evidence. (1) Primary emphasis should be placed on securing identification evidence. The best possible immediately available description should be quickly secured and disseminated to all who can aid in locating the driver and vehicles.

(2) Further evidence should then be sought by careful examination of the scene. Damage to objects or injury to persons struck should be carefully noted for indications of the probable nature of damage to the wanted vehicle, or traces of foreign matter such as blood, hair, fabrics, paint, wood, or stone, which may be found on it. Parts which may have been broken off the vehicle should also be looked for. These may aid in directing the search, and in identification of a suspected vehicle.

(3) The most specific and distinctive possible description of vehicle and driver should be sought from witnesses. If there is none at the scene, a check in the vicinity may locate witnesses who didn't see the accident but saw the vehicle fleeing the scene and can describe it.

b. Follow-up investigation. Several follow-up methods of investigation may be used. General publicity will sometimes encourage submission of additional information by persons having knowledge of the case. Notices to repair shops and parts dealers are also often effective. If the make of the vehicle is known, a check on all such vehicles in the area may lead to locating the one wanted. An immediate canvass of garages in the area is another worthwhile follow-up check. These are only a few of the common methods which may be used; circumstances of cases will

dictate which may be useful and will suggest other follow-up techniques.

c. Questioning suspect. Following the finding of the vehicle, and careful noting any evidence on it, the driver's identity must be established. As soon as possible, the owner, regular operator, or person supposed to have been operating the vehicle at the time of the accident should be questioned. In the case of military personnel, this should be handled through regular command channels. In the case of civilians, it should be done in cooperation with local civil police authorities unless the area is entirely under military control. To encourage a true admission of guilt, or the revealing of the identity of the driver by himself, he should be approached and questioned in a confident, assured manner, and the convincing nature of the evidence against him indicated. When appropriate, such investigation should be conducted in close cooperation with civil police authorities, who are often able to assist greatly. In questioning military personnel, the regulations regarding self-incrimination must be observed. (See Manual for Courts-Martial.)

79. INVESTIGATION AIDS. Various technical and laboratory aids are of assistance to accident investigators and should be employed whenever they are available and their use is warranted. Facilities for comparison identification of metals, rubber, glass, fabrics, paint, hair, and other substances are available through the laboratories of certain Federal and many State and local law-enforcement agencies. Many are also equipped to give chemical tests for intoxication, administer polygraph (lie-detector) tests, and render other aid. State and local police aid in technical aspects of investigations, such as photography, speed determination from skid marks, brake testing, and others, is also often available.

Section VI. ENFORCEMENT

80. GENERAL. The effectiveness of traffic control is obviously dependent upon the degree to which all personnel

subject to it comply with general traffic regulations, special traffic orders, and directions of military traffic police. Such compliance depends upon many factors and cannot be fully secured by the work of the military police alone. However, the enforcement of traffic regulations is a principal means of securing it, and an important phase of military traffic police work. In a broad sense, enforcement is their basic job, since they are primarily charged with helping to assure proper execution of traffic circulation plans by enforcing their provisions. In enforcing traffic regulations, military police represent the commander of the unit or area. They are enforcing his orders, to which all subordinate personnel are subject. (See fig. 34.)

81. ENFORCEMENT POLICY. a. Enforcement by the military traffic police must be administered in a common-sense manner which will actually benefit traffic operations. Enforcement is not an end in itself, nor will rigid enforcement of all regulations always prove beneficial. Actual harm may be done by an undue amount of petty enforcement which serves to restrict unduly the free circulation of traffic. As a general rule, military police should enforce regulations only so far as such will help assure more efficient traffic movement. Every proper effort should be made to expedite movement with a minimum of enforcement. At the same time, they must not hesitate to apply it when obviously necessary. Undue leniency can be just as harmful as undue harshness.

b. The unwisdom of an arbitrary system of enforcement is emphasized by the fact that frequently changes in the tactical situation make previous traffic orders unsound. Due to lack of time, however, they may not yet have been modified, or new instructions may not have been issued to all traffic control personnel. Under such conditions, their enforcement becomes obviously undesirable. Enforcement procedure must therefore be flexible to meet the needs of every situation so far as possible, and no more restrictive than good traffic control requires.

82. TYPES OF ENFORCEMENT. Enforcement is of two distinct types, preventive and disciplinary. While similar in



Figure 34. Traffic enforcement by the military police must be administered in a common-sense manner which will actually benefit traffic operations.

objective, since both ultimately seek to prevent violations, they differ in method of application.

a. **Preventive.** This consists of the prevention of commission of prohibited acts which would or might occasion traffic interference, such as proceeding the wrong way on a one-way road, prohibited double-banking, or improper parking on the roadway, by alert regulation. Primary attention should be directed to this regulatory enforcement, especially in critical situations where freedom of movement is essential and such violations would seriously curtail it.

b. **Disciplinary.** (1) This involves the reporting of drivers for violations of general regulations committed by them, such as speeding, disregarding traffic signs and signals, and failing to comply with traffic policemen's signals. This kind of enforcement is designed to create a general deterrent to violations by providing disciplinary action for violators. It is a necessary supplement to regulatory enforcement, since voluntary compliance must be encouraged; military police will not always be present or able to anticipate and prevent the commission of violations. Driver training, general discipline, and other measures should and to a large extent do assure such compliance; however, the deterrent effect of disciplinary traffic enforcement is a necessary and valuable adjunct to such measures.

(2) While appreciating its importance, and applying it when necessary, military police must never seek opportunities to apply such enforcement by allowing violations to be committed which they might have prevented by proper control action. This is wholly inconsistent with the purposes of traffic control, serves no proper purpose, and may cause serious traffic problems.

83. SELECTIVITY. Enforcement should be as selective as possible; that is, attention should be directed particularly to violations which, actually or potentially, threaten greatest interference with traffic efficiency, and at the times and places where such is particularly true. Requirements in this respect will naturally vary at different times and places. Continuing selectivity must be sought by constant analysis of prevailing problems.

TRAFFIC VIOLATION REPORT

Violation.....

Location.....

Date..... Time..... Accident.....
(Yes or no)

Violator.....
(Name) (Grade) (Org.)

Vehicle.....
(Org.) (No.) (Type)

Reported by.....
(Name) (Grade) (Org.)
(Front)

REMARKS

DISPOSITION

(Back)

Figure 35. Traffic violation report.

84. VIOLATION REPORTS. Violations by military personnel observed by military policemen which are serious enough to warrant disciplinary action should be reported to the military police commander. The report, on a prescribed form, should contain the following: date, time, location, violation, number and organization of vehicle, name of driver or other person responsible for the violation, if secured, and name of reporting military policeman. (See fig. 35.) In the case of a "continuing" violation, such as speeding, the driver should be stopped and instructed to observe the regulation, unless such would involve undue hazard or interruption of traffic circulation, or would require the military policeman to leave his post when conditions require his constant presence there. In the case of other violations, the driver may be stopped and warned, or the policeman may merely note the vehicle's organization and number for his report. Action taken should be based upon the nature of the violation, prevailing traffic conditions, and whether the policeman would have to and could leave his post to warn the driver.

85. FOLLOW-UP ON REPORTS. a. Follow-up action on violation reports will vary with the situation. Under combat conditions or other pressing circumstances in time of war, a unit commander could not be expected to give attention to every report of a traffic violation by members of his command. Therefore, all individual violation reports should not be regularly forwarded to units from the military police commander. Such reports should, however, be retained, and checked periodically. If drivers from a particular unit build up a record of violations which is serious enough to demand corrective measures, the facts should be brought to the attention of the unit commander for appropriate action.

b. In time of peace, or under less pressing circumstances in time of war, it is desirable to forward individual reports of violations to unit commanders for action.

86. CIVILIAN VIOLATIONS. Violations by civilians should similarly be prevented so far as possible by regulatory enforcement. When possible, an instructive warning should be addressed directly to the driver. In the case of serious

violations, proper civil authorities should be notified, through the military police commander, so that action may be taken by them. In a situation where violations by civilians represent a major problem, a request should be made for the assignment of civil traffic police to the area to assist in handling such cases. Sometimes in peacetime, patrols, including both military and civil policemen, working in pairs or teams, are effective. In areas under exclusive military jurisdiction in time of war, civilian violators should be dealt with through the regular procedures established for control of the civil population.

87. SPECIAL CIRCUMSTANCES. A special problem of enforcement sometimes arises when a column or unit commander indicates an intention to proceed in a manner contrary to traffic orders being enforced by a military policeman. Compliance with such orders may be imperative; or, as previously indicated, tactical requirements may have changed since their issuance so that they are no longer applicable to the situation and, because of lack of time, new orders have not yet been issued or conveyed to all military traffic policemen. Because of this, the military policeman should not, under such circumstances, always seek to enforce orders arbitrarily. He should, rather, inform the officer what traffic orders he has been instructed to enforce and, so far as possible, indicate the reasons for them and the probable consequences of their violation in terms of traffic disruption. Under such circumstances, the officer may decide to comply with such orders or may adhere to his original intention. The military policemen should, in either event, seek to expedite the movement with the minimum of necessary interference with other important traffic, as indicated later herein. All such actual or apparent violations of traffic orders should be reported to the military police commander in the manner prescribed for other violations.

88. TRAFFIC REGULATIONS. a. The traffic regulations to be enforced by military police include—

- (1) Those contained in Army Regulations.
- (2) Special traffic orders.
- (3) Applicable civil regulations.

(4) General military regulations, or "rules of the road." (See app. II.)

b. In addition, military police should at all times seek to prevent any other driving practices obviously involving a threat to the safety or efficient movement of traffic under existing circumstances.

Section VII. EMERGENCY PLAN MODIFICATION

89. **GENERAL.** a. Traffic circulation plans, especially in a combat zone, may be disrupted suddenly at any time. Roads may be made impassable by deterioration, bad weather, or enemy action. Changes in the tactical situation may require unanticipated movements. Disruption of rail transportation may impose added supply traffic on roads. These and other developments may threaten stagnation of traffic flow which must be counteracted by rapid, effective plan modification to meet new conditions and requirements. Only in this way is the mobility and flexibility necessary to tactical success assured.

b. Thus, the responsibility of the military traffic police is not merely to supervise in a routine manner a fixed and continuing circulation plan. Circulation and control planning are continuing functions. New developments in traffic plans usually require changes in military police control plans; often the military police must also effect, at least locally and temporarily, changes in traffic circulation.

90. **ESSENTIAL REQUIREMENTS.** a. Basically, successful modification of control is dependent upon the general quality and adequacy of traffic control personnel, equipment, and techniques. The following points, however, are of special importance in this regard:

(1) Control plans must be flexible.

(2) Traffic control headquarters must maintain close liaison with G-3 and G-4, so that changes in plans may be learned promptly.

(3) Road and traffic blocks must be promptly detected and reported.

(4) Personnel must be sufficiently familiar with the road-net and circulation plan to effect emergency reroutings quickly.

(5) Communication facilities must be adequate to transmit information quickly and permit coordination of efforts over a large area.

(6) Officers must be appropriately assigned so that they can quickly take charge in emergencies.

(7) Adequate transportation must be available to move personnel to critical locations.

b. So far as these requirements are met, effective plan modifications become more fully possible of accomplishment. This job requires, like any other of similar nature, knowledge of the problem, knowledge of the proper remedy, and ability to apply that remedy.

91. PROCEDURE. Procedure followed necessarily depends on the nature of the circumstances demanding plan modification and the extent of modification required. Sometimes in the field local changes which can be made immediately are sufficient, while in other cases more elaborate replanning and centralized control may be necessary. Modification may originate in traffic control headquarters or in the field, and may consist of a single adjustment or a series of progressive adjustments.

a. *Changes in tactical plans.* (1) When a change in traffic control is necessitated by a change in tactical plans, traffic control headquarters should immediately check the adequacy of the current control system to meet the new situation. This is facilitated by having current traffic condition maps and maps showing the disposition of traffic control personnel supplemented, if possible, by aerial observation. Necessary shifting of personnel and change of control methods should then be planned and executed.

(2) If time is not available to do this in complete detail initially, word should be sent to affected personnel in the field so that they may at least be warned of the new development and may make such local adjustments as are possible, pending issuance of a more comprehensive new plan. All

possible information and suggestions which will be of assistance to this end should be given them in the absence of specified orders. Road and air patrol units are especially valuable in transmitting information and in providing emergency regulation. Time limitations may also make "progressive" modification advisable; that is, successive adjustments of control in various areas or along routes should be planned and executed in the order in which different locations will be affected. Under this procedure, more detailed replanning can, in effect, be done initially without the delay which would attend an effort to do this simultaneously for the entire area affected.

(3) If it appears to traffic control headquarters that the proposed change in circulation cannot be successfully accommodated without seriously affecting other critically important traffic, this should be indicated to the staff traffic-planning agency. Similarly, if it appears that another plan might better accommodate new traffic requirements, with less disruption of present circulation, this also should be indicated. In other words, traffic control units should seek to assist in every manner possible in assuring proper traffic movement, rather than merely providing regulation and enforcement. Naturally, other considerations may often require rejection of such proposals, or lack of time may demand immediate execution in the best manner possible. There will, however, be opportunities to make valuable contributions to planning, which will help attain the important objective of relating traffic control as closely as possible to the tactical operations.

b. Disruption of circulation. (1) Unanticipated disruption of traffic circulation occurring suddenly at some point on the roadnet often presents even more difficult problems.

(2) Such situations will usually come first to the attention of personnel on point or patrol duty. Their immediate responsibilities are to determine as fully as possible what the problem is; report the circumstances to the central control agency; and take appropriate measures to minimize or prevent local congestion. The central agency will give directions for diverting traffic to some other route until the obstruction or congestion is removed.

(3) The immediate responsibility of traffic-control per-

sonnel at the scene of the difficulty, aside from reporting the condition, is to avoid traffic stagnation and undue delay in completion of the missions of individual vehicles and columns. The specific action taken to accomplish this will vary with the circumstances. If, for example, a bridge has been destroyed and cannot be replaced for several hours, rerouting of traffic is obviously necessary. On the other hand, if a road block can be eliminated in a short time, less delay might result from holding up traffic than from rerouting it. Decisions in such situations will also be affected by other considerations. Traffic might be kept moving at the location of the original difficulty by rerouting it, but subsequent conflict with traffic at another location might cause even more serious trouble. Again, it might be imperative to keep traffic moving in the vicinity of the trouble, even at the risk of subsequent congestion problems elsewhere, to avoid heavy losses from enemy artillery fire or air bombing.

(4) Unit and column commanders will decide what immediate action to take in extremely critical situations to assure the security of their commands. The military police, in the performance of their duties, are representatives of the headquarters which controls their area, and are not subject to orders from any lesser authority.

(5) In rerouting traffic in emergencies, information of the rerouting should be transmitted laterally as well as upward; that is, nearby patrol units and control personnel at adjacent points which will be affected by emergency reroutings should be promptly notified.

(6) In order to equip themselves better to act quickly and properly in such emergencies, all military traffic policemen should keep themselves familiarized as fully as possible with current traffic conditions in their areas, and should seek to determine in advance the best action to take in event of any possible difficult situation.

92. SUPERVISION IN EMERGENCIES. Critical road or traffic blocks often require the dispatch of additional personnel to the scene to provide adequate control in the execution of relief measures. It is important to bear in mind in this connection that mere numbers of men do not

assure adequate control. Their work must be properly directed and coordinated so that they take the right action and function as a team. To this end, one or more qualified officers or noncommissioned officers should be present to direct operations. Also, officers will be better qualified in many cases than the personnel first confronted with the situation to determine what information and recommendations should be communicated to traffic control headquarters.

93. ENGINEER LIAISON. To expedite restoration of normal traffic circulation following its disruption by a road block, close liaison should be established between military traffic police and road maintenance engineers. Submission of accurate information by military police as to the nature and extent of conditions requiring engineer work will facilitate prompt and effective execution of such work. It will also enable engineers to estimate more accurately the time required for the work, so that traffic control personnel may have a better idea of the extent of traffic disruption which may be expected.

CHAPTER 6

CRIMINAL INVESTIGATION

94. GENERAL. a. The duties of military police, relating to enforcement of laws and regulations, require the investigation of crime and the apprehension of criminals, including the collection of evidence and the care and disposition of confidential records pertaining to crimes. These duties require the establishment of liaison and the maintenance of cordial relations with established local law enforcement agencies and cooperation with all governmental agencies concerned.

b. The Provost Marshal General prescribes policies and procedures and exercises staff supervision in all matters pertaining to criminal investigation within the military establishment.

95. UNITS. a. In war the investigation of crime by the military police may require the organization of special units, particularly in theaters of operations. These units operate under instructions issued by the War Department for the zone of the interior, and by the theater commander for a theater of operations. Their primary function is to investigate crimes committed by members of the armed forces. Their efficient operation will serve as an effective deterrent to crime and will result in a proper and efficient administration of military justice.

b. Criminal investigators must be thoroughly familiar with the modern police science of identification and with field service and laboratory methods of examining and analyzing clues.

c. Criminal investigators usually operate singly or in small groups under directives which authorize considerable latitude in investigative procedure. They must be careful in their inquiries not to endanger unnecessarily the reputation of any person who may be the subject of investigation.

d. Criminal investigators should be given special authority to go wherever necessary to complete their investigations.

96. INDIVIDUALS. a. Criminal investigators should be selected from men who have had criminal investigative experience in civil life, and who have appropriate qualifications and an unusual aptitude for investigative work.

b. The wearing of civilian clothes by these specialists is authorized. They should be furnished with identity cards, special passes, and other credentials that permit them to carry on their work with little or no interference.

c. Each investigation section should have trained clerks who know criminal terminology and the value of evidence and secrecy.

d. Criminal investigators on duty in civilian clothes will not be required to salute.

97. DUTIES. Criminal investigation units may be charged with any or all of the following duties:

a. Prevention, suppression, and investigation of crime among military personnel and civilians subject to the Articles of War; gathering and safeguarding evidence and criminal records of the activities of all persons who have engaged in criminal acts affecting the Army. The collection or settlement of debts, controversies wherein no elements of crime are involved and, in the zone of the interior, the control of vice, are not within the province of criminal investigation personnel.

b. Recovery of lost, stolen, or abandoned property.

c. The apprehension of members of the Armed Forces and civilians subject to the Articles of War who have committed crimes and have evaded arrest or are at large.

d. The dissemination to appropriate commanding officers of information concerning crimes committed by personnel of their organizations.

98. DISTRIBUTION OF PERSONNEL. a. Criminal investigation units may be attached to armies, communications zones, and such other commands as may require them. The provost marshal of the command to which they are attached should exercise appropriate supervision. Detailed

distribution of this personnel and assignment of missions are made by the provost marshal concerned.

b. Criminal investigators should be provided separate billets and separate mess. Living and dining with other troops results in a loss of effectiveness.

99. INVESTIGATIVE PROCEDURE. a. Whenever a crime affecting the Army is reported, the provost marshal should initiate an investigation through available criminal investigation personnel, who report the results directly to him for appropriate action. In cases of unusual importance that require special skill, the provost marshal may make application to higher headquarters for specially trained operatives.

b. Every case investigated should be made the subject of a report setting forth the pertinent facts, the conclusions drawn, and recommendations. A case is never closed until a satisfactory solution has been reached. For cases involving claims against the Government, see appropriate Army Regulations.

100. FUNDS. a. Units concerned with criminal investigation activities should obtain necessary funds through the following sources:

(1) *Oversea units.* Funds should be obtained from the appropriate theater commander.

(2) *Units stationed in continental United States.* Funds should be obtained from the appropriate service commander.

b. A special fund should be provided to enable the criminal investigators to use necessary public money to obtain information from informers.

c. Per diem allowances should be provided for criminal investigators so that they may purchase food and rent quarters when working away from their base.

CHAPTER 7

MILITARY POLICE ON PUBLIC CARRIERS

101. GENERAL. a. Military police may be placed on public carriers and in transportation terminals and stations to preserve order among, prevent misbehavior by, and give advice and assistance to personnel of the armed forces. For the conduct and authority of military police, see chapter 2 of this Manual and paragraph 2, TM 19-275.

b. Men of the armed services look upon the military police as the guardians of law and order, the representatives of authority, and as the agency to which has been delegated the mission of being of service to fellow soldiers and sailors.

c. The detailed duties, functions, and procedures of military police assigned to public carriers are contained in TM 19-275.

102. ASSIGNMENT. a. In the continental United States, military police are assigned to public carriers at the direction of the commanding general of a service command. In theaters of operation such assignments are made in conformity with the policies of the theater commanders.

b. Military police are normally assigned in pairs. Where practicable, at least one of the two should be a noncommissioned officer.

c. Military police assigned to train duty report to the commander of the appropriate military police headquarters. The commander is responsible that all military police assigned to train duty are inspected for proper uniform, proper equipment, neat appearance, a thorough understanding of the assignment, and a supply of the proper report forms.

103. CONDUCT ON PUBLIC CARRIERS. The military policeman on a public carrier will exemplify soldierly

appearance and deportment. He will not smoke while actually patrolling. When eating meals in the dining car, even though under arms, he will remove his headdress in conformity with the practice of all military personnel.

104. REPORTS. For the forms for reports made by the military police, see TM 19-250 and 19-275.

MILITARY POLICE IN TROOP MOVEMENTS

105. GENERAL. a. Military police assist in troop movements by traffic control, straggler collection, prevention of plundering, and breaches of military discipline. They may also be called upon to furnish advance and rear detachments for certain specified duties.

b. In order that the military police may function effectively under a coordinated plan, it is essential that they be supplied with full information of the move at the earliest moment.

106. ADVANCE AND REAR DETACHMENTS. a. When a unit changes location, a detachment of military police is often sent ahead to the new area to obtain pertinent information and to establish guards for the protection of railway yards, waterworks, and other utilities, signal communication centers, and other establishments of importance to the troops. They also cooperate with and assist the quartering party in the preparation of the new area for occupancy. When the new area is occupied by the military police of another unit, the incoming military police should insure continuity of operation by taking over the duties as the original unit is relieved.

b. When troops leave an area, a detachment of military police is usually left behind to collect forgotten or abandoned property, maps, and important papers; to make proper disposition of them; and to check the policing of the area and report cases of neglect. It must be understood, however, that the military police must not be used as a clean-up detail.

c. Military police assigned to duty on troop trains assist in maintaining order, and in enforcing safety precautions, and such other orders or regulations as may be in effect. In

movements by rail, arrangements should be made to have a detachment of military police arrive on the first train at each detraining point, and to have a detachment remain in the old areas until the advance detachment assumes the necessary police control over the railway station and yard.

d. In motor movements under nontactical conditions, advance and rear detachments of military police are used for the same general purposes described in a, b, and c above. In addition, military police may be used to great advantage in traffic control en route. (See ch. 5.)

CHAPTER 9

MILITARY POLICE IN AMPHIBIOUS OPERATIONS

107. BEFORE EMBARKATION. a. Selection of personnel. Space permits only a small hand-picked group of military police to proceed with a force in a landing operation. Each military policeman must be a specialist selected with the utmost care, and highly trained both as an individual and as part of a team.

b. Dissemination of information. It is essential that the provost marshal of a task force have a knowledge of the situation prior to embarkation, in order that correct disposition of personnel among the various ships can be made, and that sealed orders can be issued on board ship to the military police. After sailing, the distribution of personnel will frequently make it impossible to issue verbal orders to the entire organization. In certain cases orders will be issued only in writing. As individuals are likely to be isolated during any of the phases of amphibious operations, all military police must have a knowledge of the initial disposition of troops so that they may direct traffic and control straggling.

108. EMBARKATION. During embarkation, military police of the task force normally perform two main functions:

a. Assist in loading of personnel, vehicles, and stores by directing traffic, furnishing information, and acting as guides.

b. Prevent the pilferage of stores and equipment. During loading many opportunities exist for pilferage. This can only be prevented by extreme vigilance on the part of all personnel. Particular attention must be paid to the guarding of food, ammunition, and small parts of vehicles, such



Figure 36. Military police guard against theft and pilferage.

as rear-view mirrors, spare tires, lights, and spark plugs. Civilian dock laborers engaged in the task of loading require careful supervision. Notices regarding smoking should be prominently displayed, and disciplinary action taken against offenders.

109. ON BOARD SHIP. a. **General duties.** As far as possible, military police should be distributed among the ships in the convoy, though this distribution is governed entirely by the requirements of boat assignment tables on arrival. Military police should not be used as guards, but should be allotted tasks in the event of "alarms," "alerts," and "battle stations." Patrols of military police supervise and enforce such regulations as the following:

- (1) Blackout regulations.
- (2) Regulations governing smoking.
- (3) Wearing of life belts.
- (4) Prevention of tampering with the cargo.
- (5) "Off limits" regulations.
- (6) Handling of prisoners.
- (7) Water discipline.

b. **Duties in emergencies.** All military police must be thoroughly familiar with the regulations concerning "alarms," "alerts," and "battle stations." Alert control posts for military police should be carefully selected by the provost marshal in conjunction with the plan prepared by the captain of the ship. Men should be posted at the head and foot of staircases and companionways to control movement between decks.

110. THE LANDING. a. **General.** All organizations in combined operations are reduced to the minimum in personnel and equipment. Landing craft are packed to capacity. Each individual on being landed must be prepared to operate with full equipment for an indefinite period.

b. **Boat assignment tables.** Military police should be landed in accordance with the boat assignment tables.

c. **Beach reconnaissance.** Whenever a reconnaissance is made of any beach upon which landing is intended, the provost marshal of the task force should be present. Normally he will not be landed in a given serial, but will be

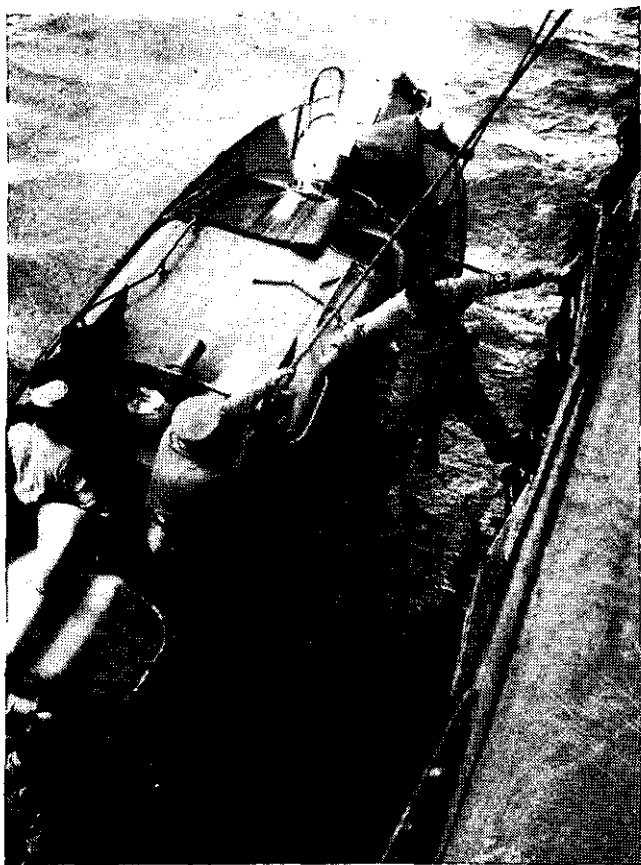


Figure 37. The provost marshal, together with other officers, makes an initial reconnaissance of the beach.

kept available to be landed on call, together with the other officers who will take part in the initial reconnaissance. (See fig. 37.)

d. **Ship to shore traffic stations.** Military police, using amphibious trucks, may establish deep-water, traffic-control stations to direct incoming combat units and supplies.

111. DUTIES OF PROVOST MARSHAL AFTER LANDING. a. After landing, the duties of the provost marshal are:

(1) Reconnaissance of beachhead in conjunction with shore party commander.

(2) Location of military police headquarters ashore.

(3) Supervision of enforcement of traffic circulation plan and other military police work ashore.

(4) Establishment of collecting points and inclosures for prisoners of war and civilian internees.

b. Military police headquarters ashore should be close to the headquarters of the shore party commander. At this headquarters up-to-date details of locations and other information necessary for military police operations are kept on a situation map.

c. Prisoner of war collecting points and inclosures are established in accordance with the instructions of the shore party commander. If the military police are insufficient to operate the inclosure, the use of combat troops under the supervision of the provost marshal may be necessary.

d. Sufficient emergency signs must be posted so that drivers both on the beachhead and along lines of communication to the forward areas will have no difficulty in finding the proper installation. A traffic control post should be established on each road at the point where it enters the beach area. Strict control of traffic is necessary on the beach where a number of vehicles will be operating in a confined space and where roads will usually be few and poor.

112. DUTIES OF MILITARY POLICE AT BEACH-HEAD. a. Military police at the beachhead perform the following duties:

(1) Enforce traffic regulations, including—

(a) Keeping the number of personnel and vehicles on the beach to a minimum.

(b) Guiding personnel and vehicles landed into assembly areas (fig. 38).

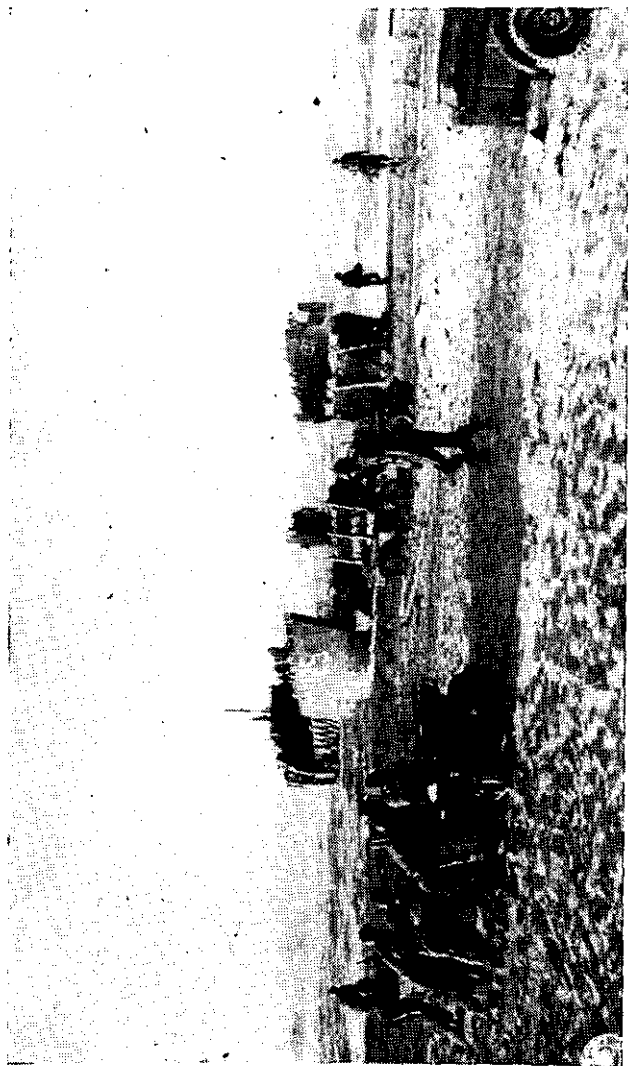


Figure 38. Military police guide personnel and vehicles landed into assembly areas.



Figure 39. Military police establish and operate collecting points and inclosures for prisoners of war and civilian internees at the beachhead.



Figure 40. The beachhead is always vulnerable to attack from land, sea, and air.

- (c) Emergency sign posting.
- (2) Establish straggler collecting points.
- (3) Maintain discipline, including—
 - (a) Enforcing smoking regulations.
 - (b) Enforcing blackout regulations.
 - (c) Enforcing antimalarial regulations.
 - (d) Prevention of pilferage and pillage.
- (4) Establish and operate collecting points and inclosures for prisoners of war and civilian internees. (Fig. 39.)

b. A high standard of discipline is essential on the beach. After the first 24 hours, a reaction accompanied by weariness will set in and slackness will follow unless checked at once. The beachhead is always vulnerable to attack from land, sea, and air.

113. DUTIES OF MILITARY POLICE WITH ASSAULT ECHELON. Military police with the assault echelon perform generally those duties enumerated for military police in combat areas (see ch. 1).

114. DUTIES OF MILITARY POLICE IN OCCUPIED AREAS. For the duties of military police upon the establishment of a military government in an area, see chapter 10.

CHAPTER 10

MILITARY POLICE, OCCUPIED TERRITORY

Section I. GENERAL

115. GENERAL. Military government is the supreme authority exercised by an armed force over the lands, property, and inhabitants of enemy territory, or of allied or domestic territory recovered from enemy occupation or from rebels treated as belligerents. (See FM 27-5.) The establishment of military government in an area occupied by our forces initiates the functioning of military police in occupied territory, who enforce the ordinances of the military government, protect lives and property, and restore law and order.

116. DEFINITION. Military police, occupied territory, consist of those organizations assigned to the commanding general of a theater of operations to assist him in the maintenance of law and order within the occupied territory.

117. MISSION. The mission of military police, occupied territory, is to maintain law, order, and good discipline, to protect the property and inhabitants of the area to which they are assigned, and to enforce the ordinances of the military government. They will—

- a. Occupy important areas through which combat units have advanced.
- b. Wipe out isolated islands of military resistance.
- c. Prevent pillage and pilfering.
- d. Clear the area of guerillas and bandits.
- e. Seize and secure such property, records, and installations as may be directed by competent authority.
- f. Act as a security force against attack by hostile troops.
- g. Begin energetic preventive policing of the area.
- h. Administer jails and prisons.

- i. Assist in the reorganization of the civil police system.
- j. Investigate crimes committed by and against military personnel.
- k. Control prostitution.
- l. Control the circulation of individuals, both civil and military.
- m. Exercise such control over public and private transportation as may be directed by competent authority.
- n. Maintain close contact with military intelligence in matters relating to circulation and flow of the population and controlling fifth column activities.
- o. Enforce food regulations in order to prevent black marketing.
- p. Supervise the care and feeding of refugees and local inhabitants when required.
- q. Work in close cooperation with civil affairs officers.

118. FUNCTIONS. The functions of military police, occupied territory, vary greatly with the locality and individual situation. In populated areas, orders of the military government covering matters pertaining to public safety, legal affairs, fiscal affairs, public utilities, economic affairs, and sanitation, etc., must be enforced. If the civil police force is operating effectively, the functions of the military police become largely supervisory. Without such support from the civil police, military police enforcement becomes direct, more detailed, and more complex.

119. ORDINANCES ENFORCED. The military police enforce the ordinances issued by the military government. The contents of the ordinances vary according to the education, laws, customs, and history of the people of the occupied territory, the geography of the area, and the strategic and tactical situation.

Section II. GENERAL NATURE OF MILITARY POLICE ACTIVITIES IN OCCUPIED TERRITORY

120. GENERAL. The military police, upon assuming control in an occupied territory, are frequently confronted with

many situations which vary so greatly in their nature and intensity that no hard and fast regulations will cover every case. The military policeman must depend not only upon approved doctrine but to a large extent upon his own common sense. He must often be guided by certain general principles rather than by definite regulations. He will frequently be required to reconcile military action with political conditions.

121. FORCES OF DISORDER. a. Military police generally are confronted with forces of disorder which fall into the following classes:

(1) Revolutionary movements organized and designed to overthrow the military government.

(2) Rioting and lawlessness arising from local or widespread grievances against military government.

(3) Racial, religious, or political disturbances, not necessarily directed against the military government.

b. The military police prevent or suppress these disorders. They capture or destroy rebel bands and their leaders, protect administrative officials and law-abiding people, and prevent the extension of disorder.

122. SECURITY. a. The military police secure such places as are essential to the conduct of the military government, and make plans for the use of their forces in event of an emergency. If hostile forces are encountered, every method and weapon necessary for their defeat or capture is used, but punitive measures and reprisals are avoided.

b. The employment of the minimum amount of force, coupled with firm and timely action, will be interpreted as strength, discourage further disorder, and eliminate the necessity for instituting more severe measures. Delay or hesitation in the use of force will usually be interpreted as weakness. Exceptionally drastic action may be ordered only by higher authority.

123. SUBVERSIVE ACTIVITY. a. Leaders of subversive movements, who have oratorical ability and the capacity for political organization, gradually assert themselves, learn the best means to counter government measures, and arouse the

populace. Men of this type must be apprehended speedily. Such leaders are particularly dangerous, and as a rule should be kept in confinement, for upon release they will emerge more hostile than ever, and often with new plans conceived while in confinement.

b. University and other students in the occupied territory are often followers of these leaders. Upon receipt of the news that their leaders have been arrested, these students may become aroused and attempt to urge the people to violence. Sabotage and destruction of property may begin. Government property, utilities, and lines of communication may be destroyed, and attacks made on officials of the military government.

c. Information of subversive activity is obtained through intelligence and police agencies and persons friendly to the military government. The inhabitants must be made to realize fully that concealment of information is a punishable offense; and every precaution must be taken not to expose the informers to terrorism or acts of reprisal by the subversive element.

d. Communication of information to the enemy must be severely and promptly dealt with. Likewise, strong measures must be taken against outbreaks of sabotage.

124. REPRISALS. It is the duty of the military police to maintain order in an occupied area, and not to avenge the wrongful acts of the inhabitants. A policy of reprisals is always dangerous, as partisan warfare is likely to result. The chief sufferers of partisan warfare are apt to be defenseless civilians. Inability on the part of the military government to give them adequate protection will discredit that government. If reprisals are undertaken upon orders of competent authority, the reasons for so doing should be publicly stated. (See FM 27-10.)

125. USE OF FIREARMS. Military police are justified in the use of firearms under the following conditions:

- a. To protect property.
- b. To prevent the escape of prisoners.
- c. To prevent individuals from falling into the hands of a mob.

d. To disperse rioters when other means have proved ineffective.

e. To protect their own lives when seriously endangered by attack.

126. SUPERVISION OF CIVIL POLICE. a. Economy of effort by military police is achieved principally by the use of local police personnel and facilities. Many members of the civilian police devoted to their duties as civil servants, their indifference to the nature of the political regime, or their active loyalty to the military government, may be permitted to continue the performance of their normal functions.

b. Selected civil police who have demonstrated their loyalty to the military government may be used to assist the military police, because of their familiarity with the language, customs, and geography of the occupied territory. Every use should be made of existing civil machinery consistent with the policies established by the military government.

127. RIOTS. Should rioting begin, action must be taken immediately. Often the appearance of well-disciplined military police will produce the desired results. As excitement is contagious in a crowd, so also is a display of discipline. Therefore, unless extreme measures are necessary to save life or valuable property, violent action, and particularly action designed to inflict punishment for what has occurred, should not be taken. It is advisable first to attempt to break up the crowd by the appearance of troops, slowly advancing in riot control formations; then, by the use of chemicals, rifle butts, and bayonets; finally, if all other means fail, gunfire must be resorted to. The initial firing should be done by selected marksmen only; as the final expedient, the firepower of the entire unit may be directed against the crowd. (See FM 27-15.)

128. WEAPONS. The rifle, bayonet, shotgun, and sub-machine gun are the principal weapons used by troops to suppress riots and other disorders. When the temper of rioters is very violent or the number of troops is small, the

risk of the troops becoming engaged in actual bayonet fighting should not be taken. Nonlethal weapons, such as clubs and staves, should not be employed. The use of such weapons frequently causes the troops to lose their identity in the mob, and the military situation to degenerate into a series of individual conflicts. However, the use of non-toxic gas is very effective.

129. GUERRILLA ACTIVITIES. Guerrilla activities frequently result from the conviction, after the defeat of troops in the field, that combat in the form of formal engagements is no longer possible. Military police must suppress guerrilla activity quickly and relentlessly. Guerrilla leaders must quickly be apprehended, in order to discourage further activity by their followers.

CHAPTER 11

PRISONERS OF WAR

130. GENERAL. a. The treatment of prisoners of war is governed by the Geneva Prisoners of War and Red Cross Conventions of 1929, both of which have been officially adopted by the United States and most of the other nations of the world. The Prisoners of War Convention states who are considered prisoners of war and regulates in detail their treatment, including care, food and clothing, internal discipline and punishment, labor and pay, external relations, representation, prisoner information, and termination of captivity. The term "prisoners of war" includes primarily all persons, whether combatants or noncombatants, belonging to the armed forces of a belligerent nation, when captured by the enemy in the course of military operations. Militia, volunteer corps, and, under some circumstances, citizens resisting invaders and certain followers of the armed forces are also considered to be prisoners of war when captured. The Red Cross Convention includes directions on the treatment of medical and sanitary personnel, chaplains, and other "protected personnel" who have been captured. (See FM 27-10.)

b. *It is important for all military personnel to be fully informed of these provisions as a protection in the event of their own capture, and because violation of any of such provisions is not only a violation of the laws of the United States, but may also result in retaliation by the enemy against our own prisoners of war, and may subject this nation to unfavorable criticism in the public opinion of people throughout the world. A course of instruction in the applicable provisions of these Conventions should be given by all officers whose command may have any responsibility for the treatment of prisoners of war, and no opportunity should be lost to emphasize the importance of a*

thorough comprehension of such provisions. The full texts of the Prisoners of War and the Red Cross Conventions are set forth in FM 27-10 and TM 27-251. The provisions of this chapter supplement those of the Conventions, and are published for the guidance of those incidentally concerned with the military custody of prisoners of war. More specific instructions are presented in War Department technical manuals and circulars.

c. The Prisoners of War Convention (Art. 2) provides:

"Prisoners of war are in the power of the hostile Power, but not of the individuals or corps who have captured them.

"They must at all times be humanely treated and protected, particularly against acts of violence, insults, and public curiosity.

"Measures of reprisal against them are prohibited."

Article 3 of the same Convention provides:

"Prisoners of war have the right to have their person and their honor respected. Women shall be treated with all the regard due to their sex.

"Prisoners retain their full civil status."

131. CAPTURE. a. **Disarming.** Immediately upon capture, enemy personnel are disarmed and searched for concealed weapons.

b. **Segregation.** Immediately after capture, or as soon thereafter as possible, enemy officers, noncommissioned officers, privates, deserters, and civilians are segregated and delivered in that manner to the division collecting point (par. 132).

c. **Interrogation.** (1) When interrogation teams are employed with units, from battalions upward, in contact with the enemy, the search of prisoners for documents is conducted under the supervision of team personnel.

(2) When no interrogation team personnel are attached, the regiment or battalion intelligence officer supervises the search. Documents and articles required for intelligence purposes, removed from the person of a prisoner, are marked with his name and identification number and turned over to the prisoner escort. Thus, documents are available, with the prisoner on whom they were found, to interrogators at higher echelons.

(3) Until such time as the prisoners can be searched by qualified personnel, guards must be on the alert to prevent the destruction of documents.

d. Coercion. Coercion will not be used on prisoners or other personnel to obtain information relative to the state of their Army or country. Prisoners or others who refuse to answer such questions may not be threatened, insulted, or unnecessarily exposed to unpleasant treatment of any kind. The examination of prisoners or others is not prohibited and provisions will always be made for such examination.

e. Personal effects. The personal effects of prisoners of war remain their property and will not be taken from them as souvenirs or otherwise. Prisoners of war are permitted to retain in their possession clothing, insignia, identification tags or cards, decorations, and when necessary, helmets and gas masks.

f. Documents. Whenever practicable, documents, except personal identification cards, will be collected by the capturing unit, identified with the prisoner of war from whom they were taken, and transmitted to the rear with the prisoner. Documents identifying enemy personnel as protected personnel under the Red Cross Convention will not be taken from the person of the prisoner of war, nor will his insignia be taken from him.

g. The commander of the escort is provided with a memorandum stating the time, place, and circumstances of capture, and the unit making the capture.

h. Escorts. Sufficient troops, from reserve units whenever possible, are detailed to escort prisoners to the rear. These troops should be familiar with the circumstances of capture. Troops detailed as escorts will—

(1) Prevent escapes.

(2) Maintain segregation of prisoners at all times.

(3) Prevent prisoners from discarding or destroying any document or insignia.

(4) Prevent anyone, other than authorized interrogators, from talking to the prisoners.

(5) Prevent anyone from giving prisoners food, drink, or cigarettes prior to interrogation.

(6) Enforce silence among prisoners at all times.

(7) Deliver prisoners to the division collecting point as soon as possible.

(8) Collect any documents dropped by the prisoners.

i. **Evacuation.** Routes of evacuation for prisoners of war usually follow the lines of evacuation of wounded. Prisoners of war not wounded may be used as litter bearers for their own and our more severely wounded personnel. Our slightly wounded personnel are used when possible as prisoner escorts.

DIVISION COLLECTING POINTS

132. **GENERAL.** a. A division prisoner of war collecting point is usually close to the division collecting stations for wounded and in the vicinity of the division command post. The site for a collecting point should be on lines of drift of wounded from the front, defiladed from hostile ground observation and small-arms fire, far enough to the rear to avoid involvement in minor fluctuations in the line, accessible by road to trucks and ambulances from rear and front, near water, and with cover. It maintains contact in movements by bounds. One division collecting point is normally designated for each division. It is designated on operation and administrative maps as $\frac{XX.}{PW}$ (See figs. 3 and 42.)

b. **Procedure.** Prisoners of war are counted at the division collecting point by the military police, who give the commander of the escort a receipt for the prisoners and for any documents delivered with the prisoners.

c. **Search.** The detailed search of prisoners of war is conducted by the military police under the supervision of intelligence personnel. Each article or document removed from the prisoner is so marked that it can be identified with the prisoner from whom it was taken. This is particularly important in the case of articles and documents of value for intelligence purposes.

d. **Personal effects.** The officer in direct charge of prisoners will safeguard the money, valuables, and personal effects on the person or in the immediate possession of each

prisoner, and is liable for any negligence in connection with their loss or theft. Property found in the possession of a prisoner may be in one of four classes—

(1) Personal effects which he is allowed to retain, including clothing, insignia, identification tags or cards, decorations, and, when necessary, helmets and gas masks.

(2) Personal effects taken from him temporarily but returned as soon as practicable, including articles, photographs and documents retained for intelligence purposes.

(3) Personal effects which he is not permitted to retain while interned, including money and any articles which may be used to facilitate escape, photographic apparatus, field glasses, compasses, lamps, flashlights or other devices which can be used for signaling.

(4) Articles which he is not permitted to retain at any time and which will be confiscated, including all equipment and implements of war, ammunition, bombs, explosives or material used in the manufacture of explosives, Army code or cipher, or Army picture, map, or sketch of a military or naval installation.

e. **Examination.** The interrogation team examines the documents and personnel. Segregation of officers, noncommissioned officers, privates, deserters, and civilians is maintained during the examination.

f. **Guarding.** The division military police supervise the guarding of prisoners of war at the division collecting point. If a prisoner attempts to escape or pass a defined limit, the sentinel or any member of the guard who sees him calls "Halt"! If the prisoner fails to halt immediately, the sentinel or guard shouts "Halt"! a second time and, if necessary, a third time. If there appears to be no other means of preventing his escape, the sentinel or guard fires at him. A prisoner attempting to escape is, upon recapture, placed under such additional surveillance as deemed necessary to prevent a repetition of the attempt. An organized attempt to escape is put down by force of arms.

g. **Care of prisoners.** When possible, prisoners of war are issued rations and water at the division collecting point after interrogation. Aid is given to the wounded and sick.

h. **Protected personnel.** Full use of enemy protected personnel (medical and sanitary personnel and chaplains)

should be made whenever practicable, and they should be permitted to function in a normal manner in caring for prisoners of war.

i. **Evacuation.** Evacuation from division collecting point to the rear is carried out by Army military police. The usual evacuation procedure is shown graphically in figure 41. This evacuation is carried out along supply lines, in order to utilize returning supply columns. The escorting of prisoners of war requires firmness and vigilance. Segregation of prisoners is maintained. Conversation is forbidden. Prior to departure, the prisoners are warned that, while attempting to escape, they may be punished if they disobey orders. The officer or noncommissioned officer in charge of a group of prisoners to be moved on foot, forms them in a close column which is preceded, followed, and flanked by members of the escort. Escorts for prisoners being trans-

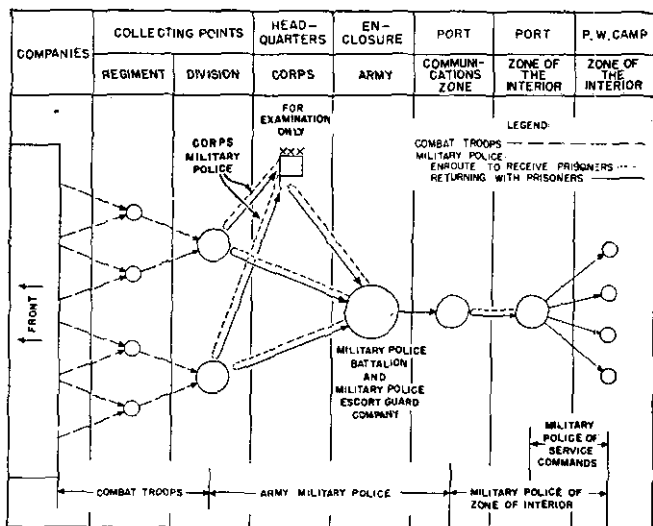


Figure 41. Evacuation of prisoners of war—schematic.

ported by motor, rail, or water, are organized so as to have an adequate guard at all times. Escorts should, if possible, include an interpreter to translate orders affecting prisoners.

j. Reports. Wherever practicable, each collecting point prepares and forwards to division headquarters a report on each prisoner it handles. This report should contain the following information: prisoner's name, grade, and serial number; date and place of capture; the unit making the capture; and disposition of the prisoner. The information in these reports is forwarded through military channels to higher headquarters.

133. PRISONER OF WAR INCLOSURES. **a.** Prisoner of war inclosures are installations established by corps or armies, with facilities for the processing and temporary detention of prisoners in combat or communication zones. Inclosures are established by the commanding generals of theaters of operations or field armies and in special instances by corps or divisions. Large inclosures, established in the communication zone or zone of interior, are termed "central prisoner of war inclosures." Shelter, usually of temporary construction, is provided in prisoner of war inclosures. Available facilities are utilized when possible.

b. Processing. Prisoners of war are processed immediately upon arrival at the prisoner of war inclosure by the prisoner of war processing company. Serial numbers for prisoners captured by the Army of the United States are normally assigned at this time. These numbers are important for identification, classification, and reporting. A W.D., P.M.G. Form No. 2 (Basic Personnel Record) for each prisoner is prepared to the extent possible at the prisoner of war inclosure, unless this record previously has been completed. This record contains the name of the prisoner, his serial number, photograph, fingerprints, inventory of personal effects, and other personal data. Care should be exercised to insure that the name, photograph, and fingerprints pertain to the same individual. Prisoners of war, captured by the United States Navy or by Allied nations and transferred to the custody of the United States Army, retain the serial numbers previously assigned, and if not yet processed, are processed in the same manner as prisoners

of war captured by the Army. An extra copy of W.D., P.M.G. Form No. 2 or W.D., P.M.G. Form No. 2-1 (Prisoner of War Preliminary Record) is sent to the Navy or the capturing nation.

c. **Sanitation.** Prisoners of war are physically inspected immediately after arrival at the prisoner of war inclosure. Prisoners suspected of having communicable diseases are isolated and placed under medical observation. The care they receive is the same medical and dental care provided for United States troops.

d. **Guarding.** Prisoners of war are guarded at prisoner of war inclosures by military police escort guard companies, when available, or by combat troops.

134. PRISONER OF WAR CAMPS. a. Prisoner of war camps, or base camps as they are sometimes termed in theaters of operations, are permanent or semipermanent installations in the zone of communications or zone of interior established for the internment of prisoners. They may be located on, or may be independent of, other military installations. The area of each camp is sufficient to provide space for the necessary buildings for housing of prisoners and for administration, indoor and outdoor recreation, messing, canteen, showers, latrines, and for any other prescribed purposes. Prisoner of war camps usually are subdivided into compounds by fencing. The housing facilities provided in prisoner of war camps are equivalent to those provided for United States troops at base camps. Branch camps of prisoner of war camps are established to locate prisoners near work projects.

b. **Administration of camps.** (1) Each prisoner of war camp is placed under the command of a responsible military officer. All regulations, orders, and notices must be communicated in a language which the prisoners understand.

(2) Personnel reports and records required of prisoner of war camps, as well as other prisoner of war installations, parallel in general those maintained for our own units. Records pertaining to pay, clothing, equipment, hospitalization, transfers, punishment, and similar matters are kept.

(3) At each prisoner of war camp, prisoners will select from their number a spokesman, usually the senior officer

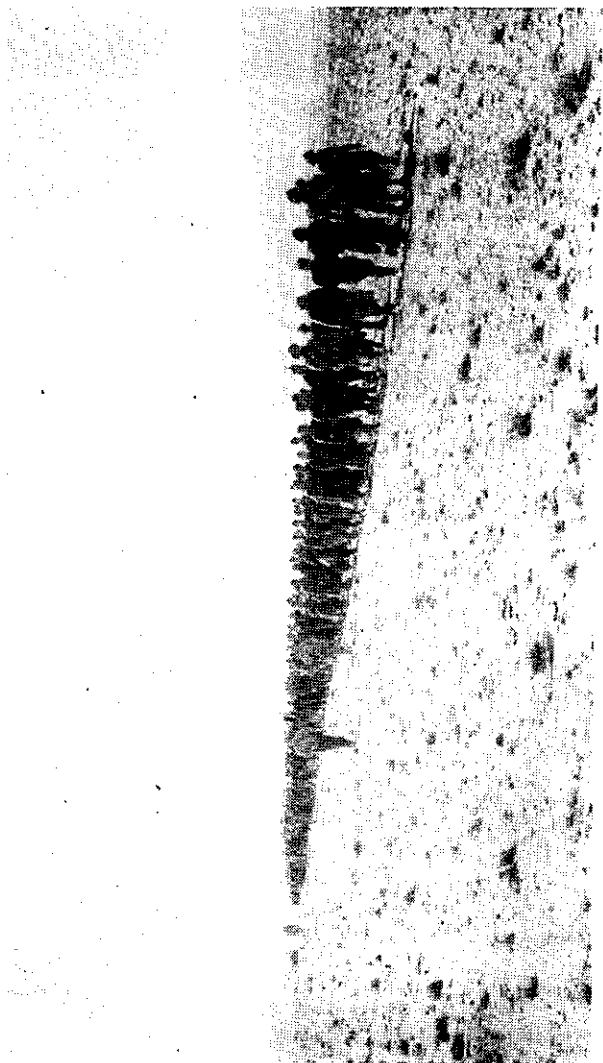


Figure 42. Where the number of prisoners of war is exceptionally large, combat troops may be used.



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②

Figure 43. Prisoner of war camps are permanent or semipermanent installations.

prisoner in the highest grade, to represent them as agent or intermediary before the military authorities and the protecting powers. The selection of the spokesman and his continuance in that capacity will be subject to the approval of the camp commander. Medical personnel and chaplains are not considered prisoners of war and are not eligible to act as spokesmen of prisoners. If camps are occupied by both officer and enlisted men prisoners, each of these groups will be represented by its respective spokesman.

c. **Assignment.** Prisoners are assigned to companies as soon as practicable after their receipt. Prisoners of more than one race or nationality are not interned in the same prisoner of war camp. Each company is commanded by a commissioned officer of the Army of the United States, assisted by enlisted personnel.

d. **Supplies and equipment.** (1) *Clothing.* Except as circumstances warrant or climate requires, no uniform or suit is issued as a replacement to a prisoner who is not an officer until the one in which he was captured has become unfit for use. The uniforms of prisoners are renovated and used when practicable. Prisoners are permitted to wear insignia of rank and decorations. No article of the United States Army uniform will be issued to a prisoner of war unless so altered that it cannot be mistaken for a part of the Army uniform. Except for clothing of officer prisoners and the national uniforms of prisoner enlisted men, outer garments worn by prisoners are appropriately marked with the letters "PW". The clothing of protected personnel is marked with the letters "PP".

(2) *Rations.* Prisoners of war are furnished the same rations prescribed for United States troops at base camps, except that, at their request, items of their own diet may be substituted if available.

(3) *Miscellaneous items.* Material for bedding and fuel are issued to prisoners as required. Cobbler's, tailor's, barber's, and other tools, and the necessary material for repairing clothing and equipment, are made available so that prisoner of war camps can provide many of their requirements. All clothing, equipment, and other supplies for prisoners are issued in accordance with tables of allowances issued by the War Department.

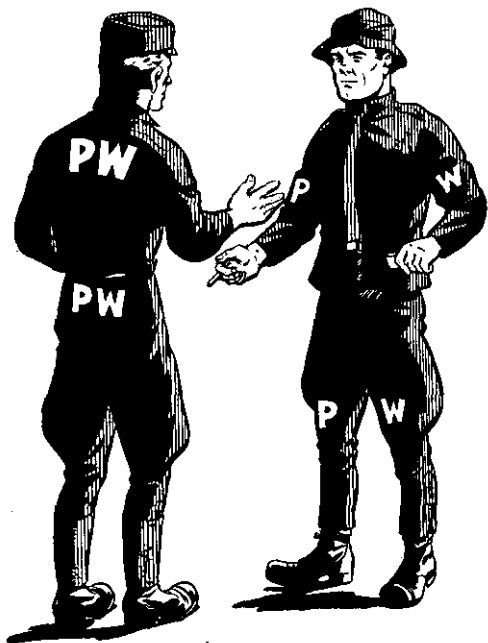


Figure 44. Clothing issued to prisoners of war is marked with letters "PW."

e. Medical treatment and sanitation. (1) Prisoners of war are physically inspected immediately after arrival at a camp. They are given the same medical and dental treatment provided for United States troops, including hospitalization if necessary.

(2) A physical inspection of the personnel of prisoner of war companies and a sanitary inspection of prisoner of war inclosures and camps are made at least once a month.

(3) Prisoners of war who have had appropriate training, including protected personnel, are used as far as possible in sanitary and medical work necessary for the well-being of other prisoners.

f. Mail and censorship. The right of a prisoner of war to send personal correspondence and to receive mail, includ-

ing packages, is protected by specific provisions of the Prisoners of War Convention, but is also subject to certain limitations which may be imposed by this country. For example—

(1) Within a period of not more than one week after arrival at the first prisoner of war camp in the zone of the interior, and in the event of sickness or transfer from one camp to another, each prisoner shall be enabled to dispatch to his home address a card containing his name, serial number, the name and address of the camp, and the state of his health.

(2) All prisoner of war correspondence must be censored and all mail addressed to prisoners of war must be examined in accordance with War Department instructions.

(3) No paper, document, note, or written message will be delivered by a prisoner directly to any person visiting a camp; including representatives of the protecting power.

g. Canteens. Canteens are established in prisoner of war inclosures and camps where prisoners may purchase tobacco, candy, toilet articles, food products, and such supplies as may be approved by the commanding officer. Prisoners make purchases with the tokens or scrip in which they are paid. Profits are held in a prisoner of war fund and expended for the benefit of the prisoners as a whole in order to improve their health and well-being.

h. Escape. In a theater of operations, notification of the escape of a prisoner of war is sent immediately by the commanding officer of the prisoner of war inclosure, or by the commander of the escort if the escape is made while in transit, to all civil and military officials in the vicinity, to those in other localities through which the prisoner is likely to travel, and to higher headquarters. Each notification of escape is accompanied by the best available description of the escaped prisoner and any additional information which might be useful in effecting his recapture. Notification of all escapes and recaptures is sent to the Provost Marshal General and to civilian law enforcement officers.

i. Trials and punishment. (1) *General.* Prisoners of war are subject to the laws, regulations, and orders in force in the Army of the United States, including the Articles of War, and to the law of the country in which they are held.

They are liable to trial and punishment by military courts and to summary punishment by commanding officers to the same extent and with the same limitations, privileges, and immunities as members of our own forces, subject to the specific exceptions and modifications prescribed in the Prisoners of War Convention and in War Department instructions.



Figure 45. Military police handle prisoners of war firmly but fairly.

(2) *Minor offenses.* Minor delinquencies and infractions committed by prisoners of war in the custody of the military police are dealt with by the commanding officers of com-

panies, inclosures, and camps, through administrative measures to prevent misconduct, such as withholding of privileges until compliance with orders, or through disciplinary punishment by summary court martial or under the 104th Article of War. Prisoners will not suffer any punishment prohibited by the Geneva Convention relative to the treatment of prisoners of war. (See TM 27-251.)

j. **Courtesies.** In addition to the courtesies required by regulations in force in their own armies, prisoners will be required to render the courtesies prescribed for the Army of the United States and those specified in War Department instructions for prisoners of war. They will—

(1) Stand at attention and face the music when the National Anthem is played, or when "To the Colors," "Escort of the Colors," or "Retreat" is sounded.

(2) Salute all commissioned officers of the United States armed forces. Officer prisoners will salute only officers of higher or equal rank, but will return all salutes.

(3) When outdoors, salute an officer of higher or equal rank. Prisoners at work will not salute an officer unless addressed by him.

(4) Not salute when in a military formation, unless they are in command thereof, but will assume the position of attention when addressed by an officer.

(5) When an officer of higher or equal rank enters a room, uncover and stand at attention.

(6) Observe all other courtesies prescribed by War Department instructions for prisoners of war.

135. LABOR. a. **Nature of work.** Prisoners of war who are privates may be required to work, if physically fit; noncommissioned officers may be required to do supervisory work only; and officers and noncommissioned officers may be permitted to perform work if they so request. Work of prisoners may be connected with administration of the camp; for example, employment as cooks, clerks, or orderlies for officer prisoners, but such work must be regularly authorized and supervised. The work may be for private persons or on public projects, provided the work has no direct relation with war operations, such as manufacturing and transporting arms or munitions, and

does not involve unhealthful or dangerous work. (See TM 27-251.) Prisoners of war will not be required to render personal services for members of the Army of the United States.

b. Administration and control. (1) Commanding officers of prisoner of war companies furnish the number of prisoners by grade and trade required for the tasks at hand.

(2) Prisoners of war are counted and inspected before going to work, and upon return are again counted and inspected and, if necessary, searched. Special counts are made at odd times.

(3) When prisoners are employed on projects by employers other than the War Department, the War Department continues to be responsible for guarding, rationing, clothing, and quartering the prisoners and for providing them with medical attention.

c. Pay and rest. (1) Generally, prisoners of war are not paid for work connected with the administration, management, and maintenance of prisoner of war camps. Prisoners are paid for all other work. Payment is made in canteen coupons, pursuant to War Department instructions.

(2) Prisoners of war must be allowed a rest of 24 consecutive hours every week, preferably on Sunday. In an emergency they may be required to work 10 days without a day off.

136. PERSONAL EFFECTS. The personal effects of prisoners of war remain their property. Money will be taken from prisoners, but shall be taken only upon authority of an officer, who will give a receipt and arrange for crediting the amount to the prisoner's account. All personal effects received or taken away from prisoners are listed on W.D., P.M.G. Form No. 2 (Basic Personnel Record), securely packaged, and forwarded with the prisoner to the permanent prisoner of war camp where he is ultimately interned. A receipt is given the prisoner of war for all personal effects surrendered by him. Packages are labeled with the prisoner's name and stored at the camp where he is interned. Personal effects of a prisoner who dies in custody are similarly listed, and the decedent's clothing is disposed of by the camp commander. All other personal effects of the prisoner

are packaged and stored by the camp commander pending instruction for disposition from the Provost Marshal General.

137. OFFICER PRISONERS. a. **Privileges.** Officer prisoners are accorded certain facilities and privileges in deference to their rank. They are provided quarters consistent with their rank and are given reasonable opportunities for amusement and exercise beyond those accorded enlisted prisoners of war.

b. **Orderlies.** Officer prisoners are assigned orderlies from enlisted prisoners of the same nationality, who perform all messing and other fatigue duties for the officer prisoners.

138. PRISONER OF WAR INFORMATION. The Provost Marshal General operates the Prisoner of War Information Bureau required by the Prisoners of War Convention. Within the shortest possible period this bureau must be informed of every capture of prisoners effected by our armies, giving it all available information regarding identity of prisoners so that it can quickly advise the families concerned, and informing it of the official addresses to which families may write to prisoners. Failure to transmit this information speedily to the enemy will encourage retaliation of the same kind. The bureau, being charged with replying to all inquiries about prisoners of war, shall receive from the various services concerned full information respecting internments and transfers, repatriations, escapes, stays in hospitals, deaths, as well as other information necessary to enable it to make out and keep up to date an individual return for each prisoner of war. Most of these data are prepared at prisoner of war inclosures.

139. PROTECTING POWERS. a. It is the function of neutral countries in charge of enemy interests, known as protecting powers, to report to the country whose interest is represented concerning the treatment of its personnel held as prisoners of war, including the physical conditions of their internment. Duly accredited representatives of a protecting power are accorded the right of access to, and inspection of, prisoner of war installations and hospitals wherein prisoners are patients. The purpose of inspection by a protecting

power is to insure observance of the standards prescribed by the Prisoners of War Convention. Prisoners of war may address complaints to the protecting power.

b. In a theater of operations, the time of visits and inspections is subject to the approval of the theater commander. Within the continental limits of the United States, The Provost Marshal General controls the time of visits to prisoner of war camps. Representatives of the protecting powers are permitted to interview any prisoner and an interview will, upon request, be without witnesses.

140. WELFARE ORGANIZATIONS. a. Representatives of the International Red Cross Committee, approved by the theater commander, or, in the case of prisoner of war camps within the continental United States, by The Provost Marshal General, are authorized to conduct recreational and welfare activities at prisoner of war installations.

b. Representatives of the International Young Men's Christian Association with the same approval are authorized to visit prisoner of war camps and inclosures, to supplement and extend the work of the International Red Cross Committee, subject also to the approval of the installation commander concerned.

PART TWO

MISSION, FUNCTIONS, AND TECHNIQUE OF MILITARY POLICE ORGANIZATIONS

CHAPTER 12

MILITARY POLICE BATTALION (T/O & E 19-55)

Section I. MISSION, ORGANIZATION, AND OPERATION

141. **GENERAL.** a. This chapter deals with the training and employment of the military police battalion (T/O & E 19-55).

b. The procedures indicated below are intended as guides only, and not as fixed methods.

142. **MISSION.** A military police battalion is an organization of the Corps of Military Police, assigned to the commanding general of a service command, defense command, port of embarkation, overseas department, or theater of operations, to assist principally in maintaining security within his command. It may also perform any of the other normal military police duties.

143. EMPLOYMENT. a. The battalion is employed principally—

(1) As a mobile unit with fire power to meet an organized attack against vital installations and lines of communication.

(2) As a guard unit for the protection of vital installations. It may be used also to perform any of the other normal military police duties.

b. In general, the military police battalion is employed for security missions in both the zone of the interior and in theaters of operations. These missions may include the suppression of internal disturbances and the combatting of attacks against vital installations and lines of communication by enemy forces. Internal disturbances may take the form of riots, insurrections, fifth column activities, sabotage, and partisan warfare. Attack by enemy forces may take the form of parachute or airborne attacks, commando attacks, waterborne attacks, and organized fifth column activities. The tactics employed to combat internal disturbances usually differ from those used against enemy troops. Against an attack by enemy troops, infantry tactics and technique are employed, modified to fit the situation and the organization and equipment of the military police battalion.

c. In this chapter are set forth the basic tactical principles of a military police battalion. For formations and technique employed to quell domestic disturbances, see FM 27-15. If the battalion is employed as a guard force, the provisions of FM 26-5 are in general applicable.

144. DUTIES AND FUNCTIONS. In time of national emergency or war, military police battalions normally have the following duties and functions:

a. When other measures are deemed inadequate, to protect Federal establishments and military and naval communication systems not on government reservations; to protect facilities, installations, utilities, and materials important to the war effort, from injury or destruction; to prevent avoidable interruption or delay in the production and transportation of war materials caused by any hazard whatever.

b. To quell domestic disturbances or uprisings when the situation is so ordered by competent authority.

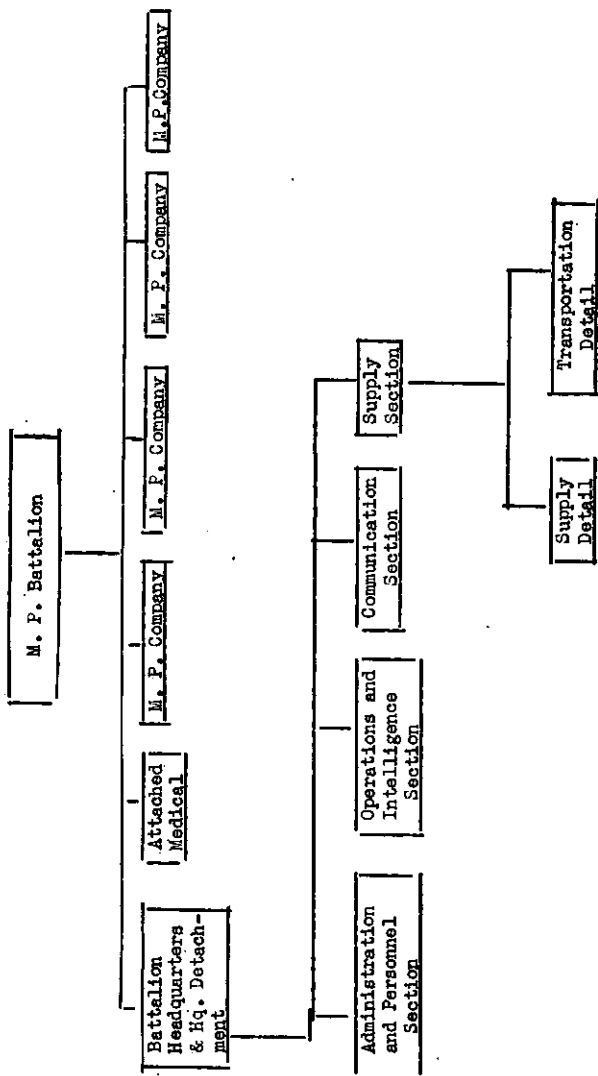


Figure 46. Military police battalion (T/O & E 19-55 and 19-56).

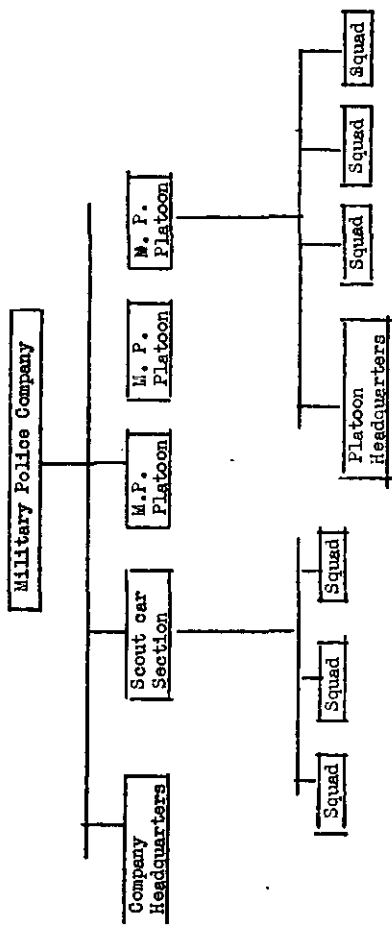


Figure 47. Military police company (T/O & E 19-57).

c. To protect troops and the civil population in areas under military jurisdiction from violence and excesses.

d. To assist civil authorities in serious public emergencies, such as hostile air raids and natural disasters.

e. To combat fifth column activities.

f. To control traffic and military and civilian movements during tactical operations.

g. To assist in destroying hostile invasion troops.

h. When martial rule is in effect, to assist in the enforcement of counter intelligence measures, control of civilians, and the prevention of sabotage and subversive activities.

145. ORGANIZATION. The military police battalion consists of a battalion headquarters and headquarters detachment, four military police companies, and an attached medical detachment. (See figs. 46 and 47.) (For further details of organization see T/O & E 19-55 and 19-56.)

146. STANDARD OPERATING PROCEDURE. a. A unit may have standard operating procedures for those tactical and administrative features of operations that may be standardized without loss of effectiveness. A standard operating procedure helps to simplify and abbreviate combat orders, expedite operations, and promote teamwork. It is published as an order and governs except when otherwise specified. It does not apply to the tactical employment of troops.

b. Each battalion develops its own standard operating procedure in conformity with the policy established by higher headquarters. To operate effectively, a standard operating procedure must be revised from time to time.

c. Among the matters that lend themselves to inclusion in standard operating procedures are the following:

(1) Composition of motorized detachments, motorized reconnaissance detachments, and motorized patrols.

(2) Liaison personnel to be detailed by subordinate units; when and where they will report.

(3) Employment of signal communication.

(4) Security.

(5) Certain features of intelligence operations.

(6) Command post procedure.

(7) Instructions relative to marches, such as formations, halts, and periodic reports.

(8) Quarters parties, including composition and duties.

(9) Traffic control measures.

(10) Certain features of administrative services.

d. As rapidity of movement demands a high degree of flexibility and initiative to meet rapidly changing situations, a commander must not permit a standing operating procedure to *standardize* the tactical operations of his troops or to narrow the scope of their training.

147. TROOP MOVEMENTS. a. FM 7-40 discusses in detail infantry troop movements. With appropriate changes necessitated by differences in organization, weapons, and motor equipment, the doctrine contained in this manual is generally applicable to a military police battalion. Other manuals should be used where applicable.

b. The military police battalion must be trained to move on short notice. In situations where fragmentary orders are issued, routine matters concerning marches are covered by standing operating procedure.

c. Commanders must maintain vehicles, and equipment in the best possible condition by necessary supervision.

d. Motor movements are normally performed with march unit control. Under march unit control vehicles are somewhat regularly spaced, either by means of prescribed maximum and minimum distances between vehicles, by prescribed time intervals, or by both. They may be closely spaced at *minimum safe driving distances* (close column) or widely spaced (open column). For detailed description and discussion of the types of motor movements, see FM 25-10 and for detailed description and discussion of order for a march see FM 7-40.

148. MARCH TECHNIQUE. a. Subdivisions of column. A motor column is frequently divided into serials; serials are subdivided into march units.

(1) *Serials.* A serial should be formed for each unit or group of units to which a single set of instructions in a march table will apply. This usually implies the same initial location, initial point, route, destination, instructions, and rate of movement. The designation of serials is principally for convenience and simplicity in issuing and reading march orders, including graphs and tables. The military police battalion normally constitutes a single serial. However, when elements are widely separated, each element may function as

a separate serial. The individual situation will determine whether the serials should be brought together at an initial point, or ordered to the scene of operations by separate routes.

(2) *March units.* March units are formed to facilitate march control en route. Their size is governed by the size of the unit that can be readily controlled by a single commander. On foot marches the battalion is a suitable march unit. On motor marches the company is the normal march unit.

b. *Conduct of march.* For the conduct of marches, see FM 7-40.

c. *Security on march.* Security measures prescribed in FM 7-40 for an infantry unit are applicable to the military police battalion, with appropriate changes necessitated by differences in organization, weapons, and motor equipment.

d. *Communication.* Communication within the column should be regulated by standing operating procedure, supplemented as necessary by special instructions. (See FM 24-5.)

e. *Bivouacs.* A halt at the completion of a march should be considered in the nature of preparation for the following operation. The bivouac area is selected and the troops distributed in it to facilitate the succeeding operation. For the factors determining the selection of a bivouac area, the composition and duties of the quartering party, and security, see FM 7-40.

149. OFFENSIVE ACTION. a. For the fundamental doctrine of offensive combat, see FM 100-5. Offensive action by military police battalion is generally as prescribed in FM 7-40 and 7-20 for infantry troops, with appropriate changes required by differences in organization and equipment.

b. The maintenance of internal security is strategically a defensive mission, accomplished through counterattack by a mobile reserve. Occasionally, however, offensive action may be required.

c. The primary task of a military police battalion, like that of an infantry organization, when opposed by a hostile force, is to close with the enemy and destroy or capture him. Through offensive action, the commander exercises his ini-

tiative, preserves his freedom of action, and imposes his will on the enemy.

150. DEFENSIVE ACTION. At times it becomes necessary for the military police battalion to occupy a defensive position against airborne, fifth column, commando, or partisan forces, or detachments of enemy ground troops. A military police battalion operating on an independent mission, when forced to assume the defensive, habitually prepares a position for all-around defense. The principles of defensive action set forth in FM 7-40 and 7-20 are generally applicable to a military police battalion, with appropriate changes necessitated by differences in organization and equipment.

Section II. DEFENSE OF LOCALITY

151. GENERAL. Military police battalions are occasionally required to garrison or guard isolated localities, such as villages, power plants, supply depots, bridges, or other installations, and to be prepared to defend the localities against attack by enemy detachments or by superior numbers of irregular troops. The danger of surprise is increased by the absence of daily contact with the enemy and the lack of definite information of him. Nonmilitary or routine duties may cause the command to be scattered, or may hinder coordinated action to meet a sudden attack, unless specific precautions are taken. The presence of noncombatants and the extent of property to be guarded further complicate the task of defending the locality.

152. INTELLIGENCE MEASURES. The intelligence officer, aided by such additional personnel as may be necessary, cooperates with the civil authorities of the locality and utilizes every opportunity for obtaining information. He makes the acquaintance of, and keeps in close touch with, such responsible civilians as, by nature of their pursuits or acquaintances, are most apt to furnish reliable information. Close contact is maintained with the enemy situ-

ation through information furnished by local intelligence agencies as well as those of higher echelons. Unverified adverse reports or rumors are assumed to be true, and the command is kept on the alert while investigation is made.

153. PLAN OF DEFENSE. A plan of defense is prepared and rehearsed. This plan includes the following details and such other considerations as the situation requires:

- a. Security measures to be maintained.
- b. Kind of defenses to be prepared.
- c. Location of defenses.
- d. Designation of troops to occupy each prepared position.
- e. Routes to be taken to those positions not occupied at all times.
- f. Designation and missions of the reserve.
- g. Designation of assembly points.
- h. Communications to be installed and employed.
- i. Disposition of noncombatants.

154. DISPOSITIONS. a. The general scheme of deployment conforms to the procedure of a mobile defense. Approaches are observed in all directions, supports are located to reinforce outguards, fires of automatic weapons are planned for all-around defense, a strong mobile reserve is constituted, and plans are made for counterattack in likely areas of breakthrough. A carefully organized observation and communication system is provided, and the personnel maintained are especially alert at night or during other periods of poor visibility. Preparations are made to defend against airborne attack.

b. Entrenchments are prepared and provisions are made for antiaircraft defense. In the case of a village, simple field fortifications are usually sufficient. These works, upon completion, should be occupied frequently for training purposes. Firing data should be prepared for night firing. Dummy positions are constructed concurrently with true entrenchments. Small observation groups occupy the fortifications.

155. RECONNAISSANCE. To guard against surprise attacks, distant patrolling is employed at irregular times during the day and night and by varying routes. Patrols are

provided with means of signaling an enemy advance. Telephones are used where practicable, but sole reliance is not placed on them. Scout cars may be used to conduct the distant reconnaissance.

156. COMMUNICATION. Where considerable dispersion of a command is required by the mission, communication between the dispersed elements is of prime importance. All available means of communication are employed. Additional telephone wire and instruments are promptly established. Radio is used when radio communication has not been prohibited. Where commercial communication facilities are in operation, arrangements are made for the use of civilian telephones. Plans and instructions are formulated for the use of civilian-owned automobiles and motorcycles. Full use is made of pyrotechnics and visual signal devices.

Section III. DEFENSE AGAINST AIRBORNE OPERATIONS

157. NATURE OF ATTACK BY AIRBORNE TROOPS. a. Parachute troops may be used by the enemy to paralyze communication, disrupt traffic, seize bridges and defiles, destroy supplies, and conduct fifth column activities.

b. Large scale attacks by such troops will usually be made to seize control of a bridgehead, airfield, beachhead, or other locality whose seizure will permit the rapid landing of reinforcements.

c. Troops landed by parachutes and gliders cannot long sustain combat unaided because of the nature of their equipment and the limited supplies initially landed with them.

158. CONDUCT OF THE ATTACK. The attacker seeks to locate the areas favorable for parachute or glider landings and to determine the defense of those areas. Troops can be landed by parachutes or gliders in any small open area. Extensive aerial photographs of the area are usually taken prior to the attack. After locating the organized positions of the defender, the attack may be preceded by intense bombard-

ment to soften up or destroy the defenses. The airborne attack may be either concentrated in one or more areas or scattered in small groups over a wide area and an attempt made to converge against the objective. As soon as a base has been captured, the enemy may be expected to push in reserves by all available means. The arrival of transport planes may be expected to follow closely the initial attack. A few minutes only may elapse between the parachute attack and the arrival of air-landing troops.

159. PRINCIPLES GOVERNING THE DEFENSE.

For the principles governing defense against airborne operations, see FM 100-5, 7-40, and 7-20.

160. BATTALION GUARDING AN INSTALLATION.

a. Employment of troops. The personnel and weapons of the battalion must be so disposed that any attempted parachute or airborne landing will be surprised by the maximum amount of coordinated fire. Plans must provide for immediate counterattack to destroy hostile groups which succeed in forming after they reach the ground. Distribution of troops to provide elements for fixed defense and a mobile reserve, alternate positions to permit all-around fire, careful concealment and camouflage of all defensive works, and provisions for rapidly alerting all personnel are essential. Plans of fire and movement must be prepared and executed in such a manner that different friendly elements do not fire into each other.

b. Organization of the area. Depending upon the size of the area to be defended against air attack, its vegetation, and accidents of the terrain, a military police battalion may organize its position as shown in figure 48. The landing area may be divided into two or more support areas and a reserve area. The reserve area should control the observation and block the most likely axis of hostile advance from the landing area toward the probable enemy objective. The reserve is held mobile in this locality, prepared for immediate counterattack into any of the support areas.

c. Scout cars. Scout cars with their armament are generally retained with the reserve for antiaircraft protection and support of a counterattack.

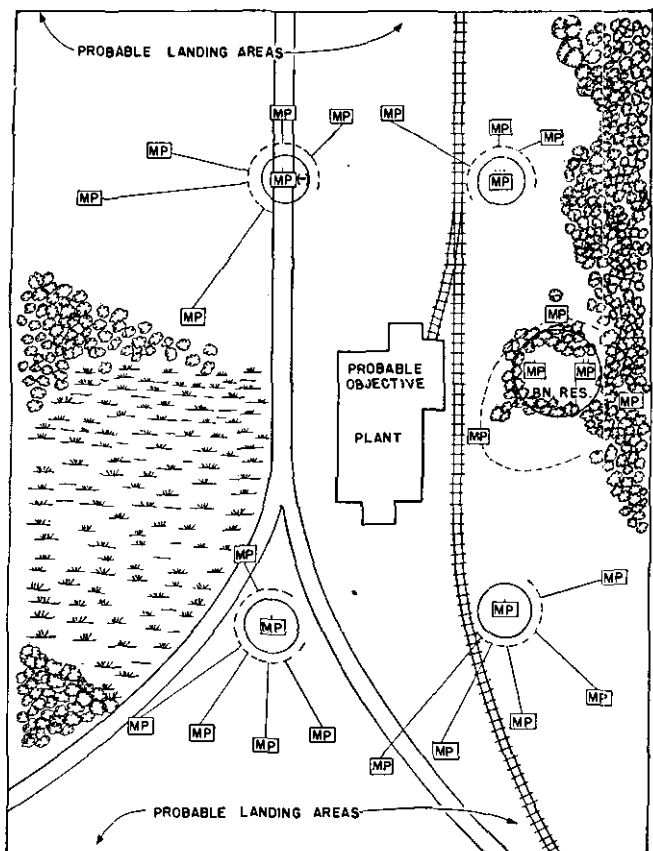


Figure 48. Defense against airborne operations
(schematic organization).

d. **Motor transport.** Motor transport is essential for the reserve and support, and in some cases, for outguards. Vehicles should not be pooled; they should be distributed and concealed near each major element.

e. **Signal communication.** Rapid communication between elements of the battalion is essential. Wire communi-

cation is maintained to the supports, in addition to radio, motor messengers, and pyrotechnic and other visual signals.

f. **Alertness.** Alertness is required in all echelons. Observers in each unit are constantly on duty to give warning of air or ground attack from any direction. Each unit must be prepared to strike swiftly in any direction.

161. BATTALION HELD AS MOBILE RESERVE.

Upon receipt of information of an attack by enemy airborne troops, the battalion commander dispatches a mobile force to the scene of attack. Contact with higher authority is established at the earliest possible moment.

MILITARY POLICE DETACHMENT, POST, CAMP OR STATION

162. MISSION. The mission of the military police detachment at the post, camp, or station is to assist the commander in carrying out his responsibility for the protection of property, the prevention and suppression of crime, and the maintenance of good order and military discipline within the military reservation, and for the maintenance of order among military personnel in civil communities adjacent to the post, camp or station.

163. ORGANIZATION. a. The military police detachment, post, camp, or station, is not organized under a table of organization in the United States. However, it is generally advisable to organize the detachment into the following sections:

- (1) Desk, record, and registration section.
- (2) Investigation section.
- (3) Traffic and gate section.
- (4) Dismounted patrol section.
- (5) Motorized section.
- (6) Stockade section.

b. In certain cases, one or more of the above sections may not be required. The size of each section is dependent upon the type of duties performed by the detachment, based on the number of military and civilian personnel on the reservation, and the size of civil communities near the reservation. Whenever practicable, personnel performing duty with one section should be trained in the duties of other sections so that they may be used interchangeably as the need arises.

164. DUTIES. For the duties of military police on military reservations and in civil communities, see chapter 1.

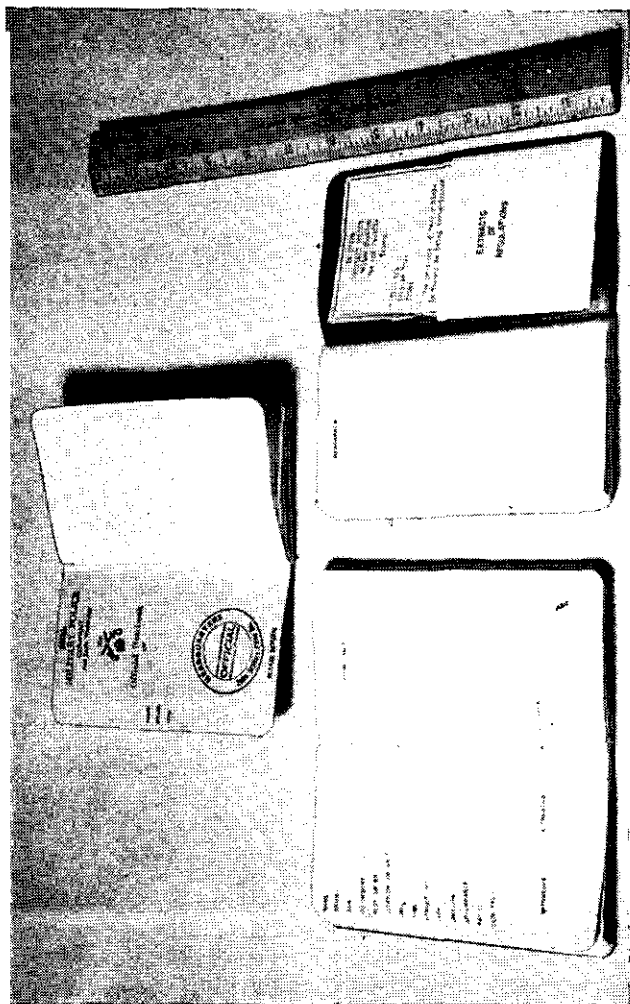


Figure 49. *A military police notebook.*

165. CONDUCT AND AUTHORITY. For the conduct and authority of military police, see chapter 2.

166. MILITARY POLICEMAN'S NOTEBOOK. a. The military policeman on duty should at all times carry a notebook containing the regulations covering his particular post, as well as blank pages for taking notes. Accompanying the regulations should be listed important items to be covered in proceeding with each type of incident which may confront the military policeman. Abbreviated forms may be stamped or otherwise placed in the notebook to facilitate the recording of incidents. (See TM 19-250.)

b. The military policeman makes a record in his notebook of all unusual occurrences. Facts are recorded as soon as possible, while the details are fresh in the individual's mind. As the military policeman may use his notebook to refresh his memory while on the witness stand during a court martial, it is essential that details be written clearly, accurately, and completely.

167. DESK, RECORD, AND REGISTRATION SECTION. a. The desk, record, and registration section is composed of one or more noncommissioned officers (desk sergeants) and such additional clerks, registration clerks, and fingerprinters as may be necessary to maintain the necessary administrative and police records in the provost marshal's office. In addition to supervising the activities of the detachment, the desk sergeant is responsible for the following:

(1) To maintain the Desk Sergeant's Blotter. This blotter is a chronological record, kept by the desk sergeant, of all incidents which occur during the tour of duty of the desk sergeant.

(2) To fill out and file the Desk Sergeant's Reports. These reports are filled out by the desk sergeant on all arrest cases brought to his attention during his tour of duty, attached to the case by the record clerk, and filed therewith. The report will frequently serve to refresh the memory of the desk sergeant in the event that he is called as a witness before a court martial.

(3) To initiate, follow up, and file complaint reports and investigation reports.

(4) To maintain records concerning arrests and confinements, including—

- (a) Report of arrest.
- (b) Confinement order and receipt.
- (c) Order for release of prisoner.
- (d) Report on apprehension of absentee.
- (e) Town patrol arrest report.

(5) To maintain records concerning violations of regulations, including—

- (a) Report of incident.
- (b) Report of delinquency.
- (c) Record of offenses.
- (d) Report of absentee.
- (e) Stolen and recovered property report.
- (f) Report on arrest in quarters of enlisted men.
- (g) Receipt for property.
- (h) Report of traffic violation.
- (i) Notice of traffic violation observed (civilian).
- (j) Traffic violation warning slip.

(6) To file traffic accident reports (when accident was investigated and reported by military police).

(7) To maintain records of vehicle registrations.

(8) To register individuals in accordance with local regulations.

(9) To issue such special permits and register such animals and objects as may be desired by the commanding officer.

(10) To render such reports and summaries of activities as may be directed by the provost marshal.

(11) To maintain a policy file (see c below).

(12) To search such prisoners as may be necessary (see ch. 2).

(13) To operate a center of information.

(14) To operate a lost and found bureau.

(15) To perform such other duties as may be prescribed by the provost marshal or post, camp, or station commander.

b. A description of the records and forms used by military police, including the manner in which they are filled out, employed, and filed, is contained in TM 19-250.

c. A policy file, as maintained by a provost marshal, is a file kept in the provost marshal's office, containing the de-

sires of the commanding officer as to the method of handling and disposing of cases arising out of, and incident to, the duties of the provost marshal. It should be indexed to facilitate reference. Upon change of commanding officers, the provost marshal consults the new commander as to any changes or additions he may wish to make regarding the policy file.

168. INVESTIGATION SECTION. This section is charged with the investigation of all offenses reported to the military police which require investigative action. The reports of the investigators are submitted to the provost marshal. (See ch. 1.)

169. TRAFFIC AND GATE SECTION. a. The traffic and gate section is responsible for the enforcement of traffic control regulations on the reservation and the control of individuals and vehicles entering or leaving the reservation. This section makes recommendations to the provost marshal concerning changes in the traffic control plan.

b. Members of this section must have a knowledge of traffic control technique and military motor movements, and the ability to cope with traffic problems.

c. Traffic and gate section may be charged with any or all the following duties:

(1) Enforcement of regulations concerning the control of individuals and vehicles entering or leaving the reservation.

(2) Enforcement of post traffic regulations.

(3) Regulation of traffic during interarea troop movements.

(4) Operation of fixed traffic control posts on the reservation.

(5) Submission of reports on traffic accidents.

(6) Submission of such other reports as desired by the provost marshal.

(7) Parking of cars during ceremonies and other functions. (See par. 174.)

170. DISMOUNTED PATROL SECTION. a. This section is charged chiefly with enforcing the proper conduct

of military personnel on and off the military reservation. (See ch. 3.)

b. The dismounted patrol section performs the following duties:

(1) Maintains order among, and enforces observation of civil laws and ordinances by, service personnel.

(2) Safeguards property.

(3) Restricts entry to certain buildings and localities.

171. MOTORIZED SECTION. The motorized section may be assigned to work jointly with the dismounted patrol section. It operates motorized traffic patrols on the reservation. Because of its mobility, this section is called upon for such duties as—

a. Apprehending traffic and other violators and escaped prisoners.

b. Posting reliefs.

c. Returning culprits to their organizations.

d. Guarding payroll.

e. Escorting funerals.

f. Escorting dignitaries visiting the reservation.

g. Escorting convoys entering and leaving the reservation.

h. Reporting necessary maintenance to roads, buildings, communication lines, etc.

i. Roving patrols.

j. Preventing and fighting forest fires and range fires.

k. Conducting traffic surveys.

172. STOCKADE SECTION. The guard personnel required to maintain a detention stockade at a post, camp, or station, are designated by the commanding officer. For the duties of prison or stockade guards, see AR 600-375 and FM 26-5.

173. MILITARY POLICE ON PUBLIC CARRIERS. Members of the military police detachment, post, camp, or station may be detailed as military police on public carriers. (See ch. 7 and TM 19-275.)

174. PARKING OF CARS. Military police are at times required to direct the parking of cars at ceremonies, athletic

events, and on other occasions. It is essential not only that suitable ground be available, but that vehicles may arrive, park, and depart without confusion.

a. In making arrangements for car parking, the following points should be considered:

(1) A reconnaissance of the ground should be made and areas arranged in the simplest way from the point of view of the driver.

(2) Consideration should be given to whether the greater pressure is likely to occur at the entrances or exits.

(3) Any vehicle should be able to depart at any time.

(4) A road at least 15 feet wide should be left on the edges of the area to facilitate departure. In large areas it will often be advisable to have one or more central roads.

(5) Vehicles should be parked facing the exit.

(6) When practicable, vehicles should leave by an exit situated on the side opposite the entrance.

(7) Streams of traffic should not cross in the vicinity of the parking area. This can be arranged by using several entrances to the area, or having separate parking areas for vehicles arriving from different directions.

(8) Grounds suitable for an emergency parking area should be allocated.

(9) Sufficient military policemen should be detailed to act as points to direct vehicles to their parking places.

(10) No passengers should be allowed to alight until a vehicle has actually parked.

(11) If parking is to take place in darkness, a system of overhead lighting is helpful.

(12) Arrangements should be made to patrol the parking area while vehicles are present.

(13) Arrangements should be made to deal with any fire occurring in the parking area.

(14) When practicable, cars and buses should be parked in separate areas.

b. Factors determining the method of parking vehicles include the size of the parking area, the number of vehicles involved, the number of entrances and exits, and the road-net surrounding the parking area. Two of the most common systems are described below:

(1) Vehicles parked facing in one direction and in parallel

lines. When this system is used, 30 feet should be allowed between rows of cars, and each car allotted a space 7 feet in width. Buses require approximately 50 feet between rows and 11 feet for each bus. If it is necessary that the distance between rows be decreased, cars should be parked at a slight angle facing toward the exit. (See fig. 50.)

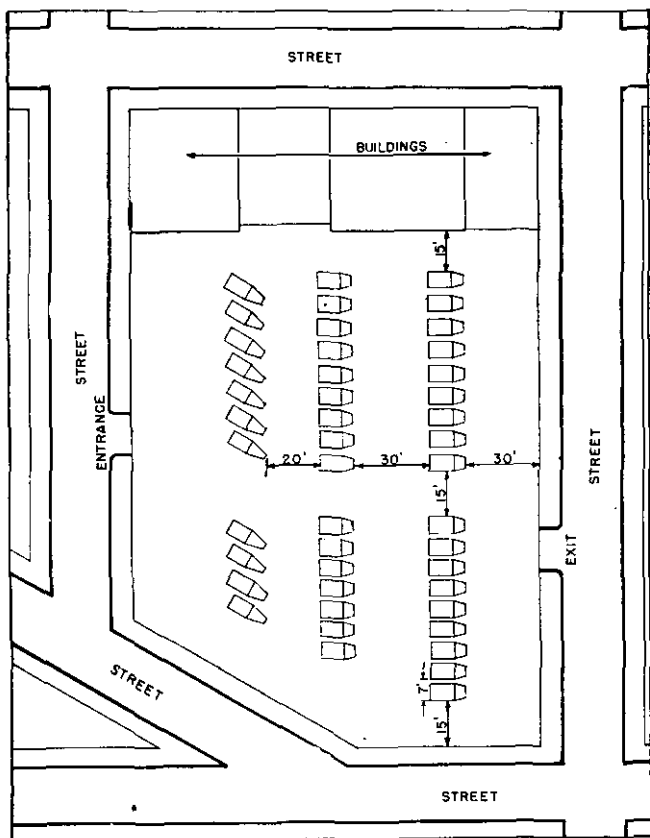


Figure 50.

(2) Vehicles facing each other and parked in parallel lines. Parking in this manner is facilitated by designating lines on the ground by means of stakes, tape, or boards. Vehicles may be parked either perpendicular to the designated line, or at an angle facing the exit. The same space per vehicle should be allotted as in the first system. In this system, however, it is only necessary that a distance of 30 feet be allotted between alternate rows of vehicles. (See fig. 51.)

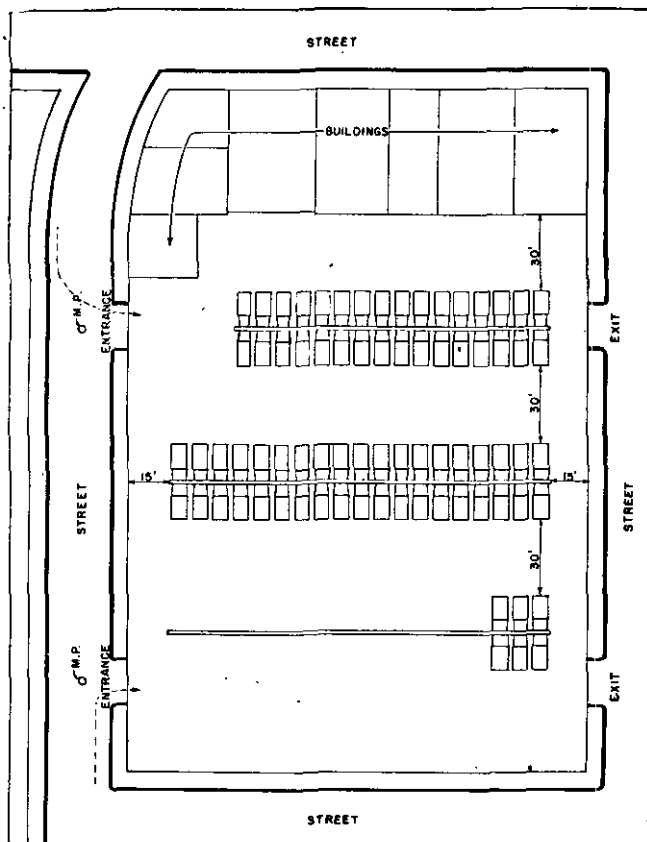


Figure 51.

c. Occasionally it may be necessary to park on roads, if no parking areas are available. If the road is wide, vehicles may be lined up on the side of the road with their rear wheels against the curb. If the road is narrow, cars should be halted as they arrive in column at the side of the road. (See fig. 52.)

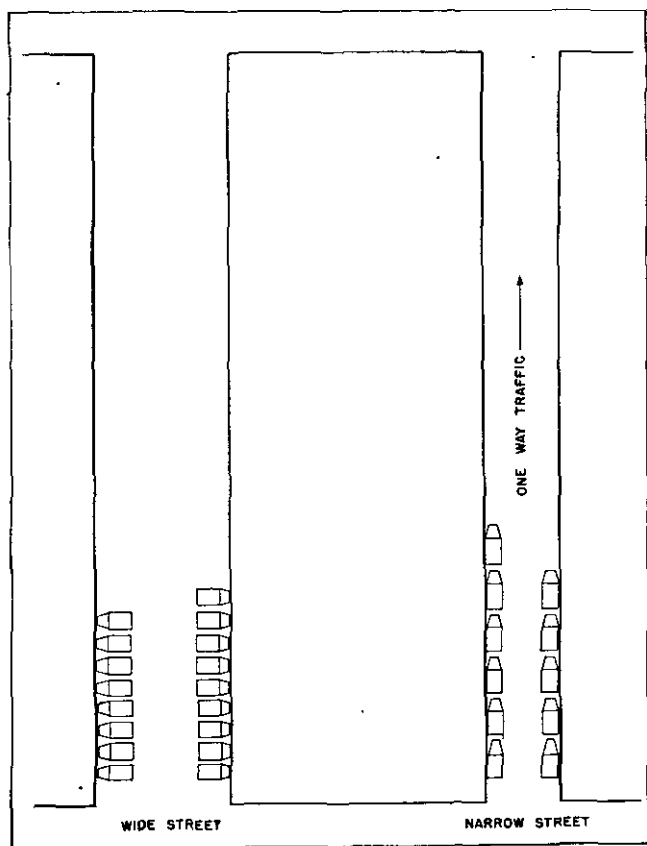


Figure 52.

MILITARY POLICE ESCORT GUARD COMPANY

175. MISSION. The mission of the military police escort guard company is to provide a guard force for prisoners of war, both at a prisoner of war inclosure or camp and during transfer to and between collecting points, ports, camps and inclosures.

176. ORGANIZATION. The military police escort guard company is organized in accordance with Table of Organization and Equipment No. 19-47. The company is organized into a company headquarters and four escort guard sections. The company normally is capable of providing the escort and guard for 1000 prisoners of war.

177. ASSIGNMENT. Military police escort guard companies may be attached to higher headquarters of a theater of operations and to service commands, defense commands, and ports of embarkation of the zone of the interior. The duties performed by the company depend upon the type of headquarters to which it is attached.

178. DUTIES WHEN ATTACHED TO AN ARMY OR SEPARATE CORPS. One or more military police escort guard companies may be attached to a field army in a theater of operations, or to a corps when it is operating independently. Such companies operate at the army or corps prisoner of war inclosure. Those prisoners who are to be transferred from the army or corps prisoner of war inclosure to the zone of the interior are transported to the port of embarkation under a guard furnished by the escort guard company. At the port of embarkation, the prisoners are turned over to the port commander for shipment to the zone of the interior. (See ch. 11.)

179. DUTIES WHEN ATTACHED TO A SERVICE COMMAND, DEFENSE COMMAND, OR PORT OF EMBARKATION. a. Military police escort guard companies attached to a service command, defense command, or port of embarkation are assigned either to a prisoner of war camp, to a prisoner of war project, or employed to guard prisoners of war being transported to or between camps on work projects.

b. Companies assigned to a prisoner of war camp perform the following duties:

- (1) Guard prisoners within the camp.
- (2) Furnish guard details for prisoners working outside the camp.
- (3) Furnish guard details for prisoners being transferred from one prisoner of war camp to another.

MILITARY POLICE PRISONER OF WAR PROCESSING COMPANY

Section I. GENERAL

180. MISSION. The mission of the military police prisoner of war processing company is to receive, search, and process prisoners of war, which includes making and maintaining permanent reports and records, assigning an internment serial number to each prisoner, and furnishing all information compiled to the Prisoner of War Information Bureau.

181. ORGANIZATION. a. In accordance with Table of Organization and Equipment 19-237, the company consists of a company headquarters and three operating platoons. Company headquarters provides for the internal administration and mess of the company. Each platoon is a complete unit within itself, and is composed of a platoon headquarters and five specialized sections, designated as the receiving, processing, photographic, fingerprint, and record sections.

b. Where the company is assigned interpreters for more than one language, linguists speaking the same language are assigned to separate platoons. Noninterpreter groups should know at least those phrases in the foreign language which will expedite the handling of prisoners within their section.

182. FUNCTIONING OF THE COMPANY. a. The company always operates by platoon. In processing prisoners of war, conversation and movement of individuals tend to create confusion. When the entire company is working simultaneously, the platoons should be separated sufficiently to prevent conflict and confusion.

b. Figure 53 represents one method of arranging a platoon for processing prisoners. The actual arrangement in any given case is determined by the particular area or building used.

c. Changes of personnel between sections are made as

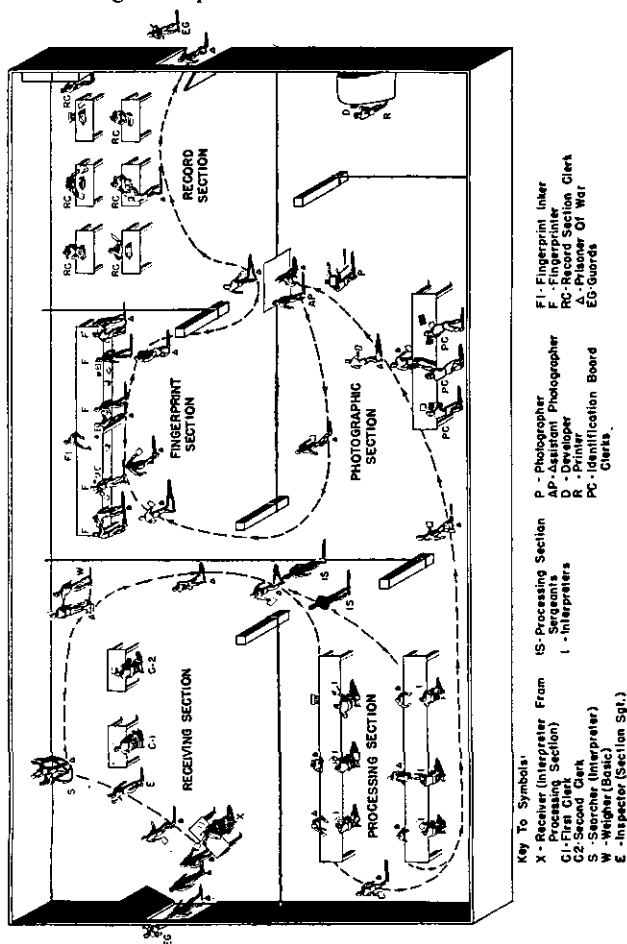


Figure 53. Prisoners of war processing platoon.

necessary to insure continuous movement of prisoners through the phases of processing. (See fig. 53.) Each unit determines through practice the most economical arrangement of personnel. Speed, dexterity, and smoothness of movement are primary considerations. To prevent monotony and insure the functioning of the platoon in the event of losses, each member of the platoon should be trained to perform at least one job in addition to his regular assignment.

d. When the company is operating as a unit, the continuous processing of prisoners may be maintained over a 24-hour period by the assumption of an 8-hour shift by each platoon. The schedule may be revised by the company commander in the event that the sudden receipt of a large number of prisoners requires more than one platoon on duty. A trained platoon should process prisoners at the rate of approximately one per minute.

183. TRAINING. Each soldier is trained to perform his duties with a minimum of supervision. The members of this unit are largely specialists; consequently, a high degree of skill is necessary to insure smooth functioning. Each soldier should frequently be required to demonstrate his ability to perform the duty assigned him. Training should approach as closely as possible the actual problems which the soldier will meet in the field. Commanders must exercise ingenuity in presenting problems and situations which will stimulate interest. To insure mobility, training in motor marches, entrucking and detrucking, and loading and unloading of equipment should be given an important place in the training schedule. Care of equipment should be stressed. Men should be trained to perform more than one task. Personnel of platoon headquarters are trained to assist the several operating sections.

184. TREATMENT OF PRISONERS. The soldier is taught to refrain from touching prisoners being conducted through the processing; prisoners are directed by words, signs, and gestures.

185. USE OF SIGNS. Properly placed signs, printed in the

prisoner's language and in English, assist in directing him through the processing. Both directional signs, guiding him from place to place, and instructional signs, telling him what is expected of him, are helpful. Prisoners of war may be used to assist the processing by supervising and guiding other prisoners, by relaying instructions to other prisoners.

186. CARRYING OF FIREARMS. Firearms are not worn or carried by personnel of the military police prisoner of war processing company while prisoners of war are being processed.

187. ADMINISTRATION. As individual platoons are frequently separated from the company headquarters, each platoon is trained to handle its own administration.

Section II. DETAILED FUNCTIONING

188. PLATOON COMMANDER. a. The platoon commander is responsible for the training and operation of the platoon.

b. The platoon commander selects from each group of prisoners of war to be processed one or more prisoners senior in grade or rank who can speak English. He explains to these prisoners the purpose and reasons for the processing, and makes them responsible for the conduct and actions of the group. As far as practicable, he relays orders and instructions to the prisoners through these selected leaders.

RECEIVING SECTION

189. OPERATION. a. The prisoner entering the processing building or tent is directed to a member of the receiving section, called here the *receiver* (see fig. 53), who asks him to remove his personal possessions and place them in a tray. The receiver records his name on W.D., P.M.G.

Form No. 2, and assigns him an internment serial number. He then directs the prisoner to the searcher, at the same time moving the tray containing the personal possessions to the inspector. The inspector examines the effects while the search is being conducted.

b. The prisoner is carefully searched for concealed weapons, signal devices, papers or books containing any invisible writing, pictures, maps, or sketches of military or naval installations, equipment or implements of war, and other unauthorized articles which may have been overlooked in previous searches. Any such articles found are placed with the prisoner's other effects in the tray before the inspector. The inspector calls off to the first clerk those articles belonging to the prisoner which are to be taken from him and retained by the Government. These articles are recorded on W.D., P.M.G. Form No. 2 and are placed in a container on which is written the prisoner's name, serial number, and any other required information.

c. The prisoner is then passed to the next soldier, who weighs him, measures his height, secures his age, and examines him for identifying marks. This information is recorded by the second clerk on W.D., P.M.G. Form No. 2. The prisoner is then handed his form and directed to the section leader of the processing section.

190. SPECIAL KNOWLEDGE. Members of the receiving section must be thoroughly familiar with foreign money. Care must constantly be exercised to detect counterfeit currency. Noninterpreters should know such phrases in the prisoner's language as, "Place your personal effects in this tray", "Place hands here", "Stand here", "Do you have any scars", "Step on scale", "Take your things", "Over there", "Do not rush", "Wait", and "That is all".

PROCESSING SECTION

191. INTERPRETERS. The noncommissioned officers of the section assign prisoners of war to interpreters. Members of this section should memorize the information required by

W.D., P.M.G. Form No. 2. A thorough knowledge of the reasons behind each question on the form is of assistance in obtaining the required information.

192. QUESTIONING PRISONERS. The questioning of prisoners is primarily a clerical matter. Only the information necessary to complete W.D., P.M.G. Form No. 2 is obtained; no attempt is made to conduct interrogations ordinarily performed by Military Intelligence. When the information has been recorded, the interpreter initials the form, hands it to the prisoner, and directs him to the photographic section.

193. SPECIAL INSTRUCTIONS. The noncommissioned officer in charge of the processing section must be able to speak and read fluently the language designated for his group. He should know the ability of each interpreter, so that when advisable he may readily make special assignments of prisoners. He should carefully observe the progress of each interview and, where there appears to be unnecessary delay, personally take charge. Each interpreter should have paper and pencil available; the prisoner will frequently assist the interpreter by writing down unusual proper names.

PHOTOGRAPHIC SECTION

194. PERSONNEL. The members of this section should be qualified photographers.

195. FUNCTIONING. Each member of the section should be trained to perform the work of every other member so that duties can be rotated during the actual processing. To maintain a high standard of work, developers and printers must receive relief at frequent intervals.

196. IDENTIFICATION BOARD GROUP. At least three men are needed to prepare the identification boards. This group receives the prisoner from the processing section, prepares the board from the information on W.D.,

P.M.G. Form No. 2, and shows the board to the prisoner for verification. Men temporarily relieved from developing and printing and the basic private from platoon headquarters may be used for this work. The identification boards are prepared in accordance with War Department directives.

197. CAMERA GROUP. This group consists of the photographer and his assistant. The assistant receives the prisoner and the identification board, directs the prisoner to a designated spot, has him face the camera, and places the board. After the picture is taken, the assistant turns the prisoner for a profile view. It is good practice to have the prisoner stand, rather than sit, during the photographing. When the photographs have been taken, the prisoner is directed to the fingerprint section.

198. SPECIAL INSTRUCTIONS. Before the processing begins a few photographs should be taken and developed, to insure proper lighting and exposure. Members of the photographic section should know such words and phrases in the foreign language as, "Face camera", "Face me", "Turn around", "Raise your head", "Lift your chin", "Stand still", "Stand here", "That is all", "Wait", "Come with me", and "Next".

FINGERPRINT SECTION

199. FINGERPRINTING. This section consists of five fingerprinters and an inker. The inker maintains the proper amount of ink on the plates for the fingerprinters. Each prisoner is directed to a fingerprinter. The fingerprinter makes certain that the hands of the prisoner are clean and free from any oily substance, applies ink, and makes the prints, being careful to protect the forms from smudge or smearing. The prisoner is then directed to cleanse his hands with materials provided for that purpose, handed the forms, and directed to the record section.

200. SPECIAL INSTRUCTIONS. Members of the finger-

print section should know such words and phrases in the prisoner's language as "Clean your hands", "Relax", "Do not press", "Roll your arm this way". To minimize fatigue, duties should be rotated.

RECORD SECTION

201. PERSONNEL. Members of this section should be competent typists, accurate, careful and thorough in their duties, and trained to detect errors quickly.

202. FUNCTIONING. This section types in the prescribed number of copies the information secured in the preceding sections. The forms are carefully checked for correctness and completeness. When mistakes or omissions are found, the forms are returned to the section responsible for the error and the prisoner held until correction is made. The name of the prisoner is checked against the name on the forms. The forms are filed by serial number until the photographs are received from the photographic section; photographs are then attached to the forms, care being exercised that the correct picture is attached. Each member of the record section initials all records handled by him.

203. DISPOSITION OF FORMS. a. The record section forwards two copies of the W.D., P.M.G. Form No. 2 (Basic Personnel Record) to the Prisoner of War Information Bureau. The third copy of the basic personnel record is retained at the inclosure until the prisoner is transferred, at which time it is forwarded to the commanding officer of the camp to which the prisoner is sent.

b. Personal effects not retained by the prisoner during his internment are disposed of in accordance with War Department instructions.

c. The record section also prepares and transmits to the proper official all other identification records which may be prescribed by the Provost Marshal General.

d. The record section collects W.D., P.M.G. Form No. 1 (Prisoner of War Tag) and disposes of it in accordance with current instructions.

204. SPECIAL INSTRUCTIONS. The following words and phrases in the language of the prisoner will assist member of this section: "Is this your name?", "Wait", "Stand over here", "That is all", and "Go out that door". A member of the record section is trained to handle the administration of the platoon when the platoon is detached from the company.

CHAPTER 16

MILITARY POLICE ASSIGNED TO DIVISIONS, CORPS, AND ARMIES

Section I. GENERAL

205. GENERAL. a. Military police are provided in tables of organization of divisions and larger units to perform necessary police functions.

b. The organization and mission of the particular type of unit determines the number of military police provided in tables of organization and the duties performed by them.

c. For the duties of military police in theaters of operations, see chapter 1.

206. MISSION. The military police are charged with the enforcement of traffic regulation within the unit area; the maintenance of order and the enforcement of military laws and regulations; the protection of property; the handling of prisoners of war; the control of the circulation of individuals; the operation of straggler lines; and such other missions as may be assigned by the unit commander.

Section II. MILITARY POLICE PLATOON

207. ORGANIZATION AND TRAINING. The military police platoon is organized in accordance with Tables of Organization Nos. 19-87 and 19-97, and Tables of Organization and Equipment Nos. 19-7, 19-117, and 19-177T. The platoon is normally attached to the division headquarters company for mess and administration, and is commanded by the division provost marshal who is also a

member of the special staff of the division commander. All personnel of the platoon are trained in both police and traffic duties, and are interchangeable for these duties as the situation demands.

208. FUNCTIONS. The military police platoon, under the direction of the division provost marshal, performs the following functions in combat areas:

- a. Traffic control.
- b. Control of circulation of individuals.
- c. Control of stragglers.

209. OPERATION. a. **General.** The operation and tactical employment of the military police platoon, although essentially the same for each type of division, varies in conformity with the mission and employment of the division of which it is an integral part. The duties as prescribed in the preceding chapters are generally applicable to all divisions.

b. **Military police platoon, infantry division.** The duties and functions of the divisional military police as outlined in preceding chapters are generally applicable to the military police platoon infantry division.

c. **Military police platoon, cavalry division.** In cavalry operations, because of the small number of military police available and the wide front over which the cavalry may operate, straggler lines are rarely designated or operated. Stragglers are apprehended by independent military police patrols which are designated to patrol areas in the rear of combat troops. (See FM 2-15.)

d. **Military police platoon, airborne division.** During airborne operations the military police platoon is divided into two groups, the group which accompanies the combat elements and the group which remains with the rear echelon. Because of the nature of airborne operations, straggler lines are seldom operated. Military police normally assigned to straggler control are used to control civilians and refugees to prevent them from impeding the progress of parachute and glider troops. In the rear echelon the military police control traffic in the vicinity of the airfield and performs such other duties as may be necessary.

e. **Military police platoon, armored division.** Because

of the small number of military police available in the broad area over which the division operates, straggler posts are rarely designated. Stragglers are apprehended by motor patrols operated by the military police on roads perpendicular to the line of advance in rear of the combat troops. Prisoner of war collecting points are designated for each armored column.

f. Military police platoon, light division. The employment of the military police platoon, light division, is essentially the same as that of the military police platoon infantry division.

Section III. MILITARY POLICE PLATOON, CORPS

210. MISSION. A military police platoon, corps, is assigned to a corps to provide the military police for the control of organic corps troops. It is charged with normal military police duties among organic corps troops and such other missions as may be assigned by the corps commander.

211. ORGANIZATION. The corps military police platoon is organized in accordance with Table of Organization and Equipment No. 19-77. It consists of a platoon headquarters and two sections. All members of the platoon are trained to perform all phases of military police duty. The platoon normally operates with a corps as part of a field army, under the supervision of the corps provost marshal.

212. TRAFFIC CONTROL. Corps military police are charged with the control of traffic in the vicinity of corps headquarters, and the enforcement of traffic control regulations among corps troops. For further details, see chapter 5.

213. PRISONERS OF WAR. When the corps is operating as part of an army, corps military police control such prisoners of war as corps intelligence personnel may wish to interrogate.

214. **CORPS OPERATING INDEPENDENTLY.** A corps operating as an independent task force may request additional military police units required to accomplish its mission and a military police company, organized under Table of Organization and Equipment No. 19-37, is normally assigned. This company performs for corps the same functions as a military police battalion (T/O & E 19-35) performs for an army.

Section IV. MILITARY POLICE BATTALION, ARMY

215. **MISSION.** A military police battalion is assigned to a field army to provide the military police for the army area. Its missions are to control traffic from the rear boundary of the divisions to the army rear boundary, to maintain good order and military discipline, to protect property, to investigate crime, to control the circulation of individuals, to con-

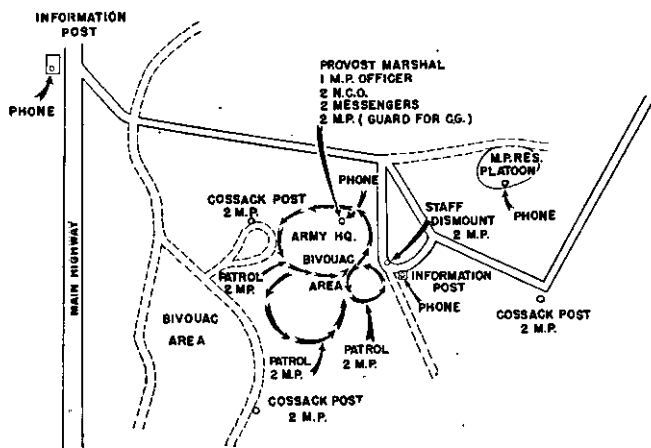


Figure 54. Organization of a typical army headquarters or corps headquarters by the military police, showing location of sentry posts, cossack posts, and telephones.

trol stragglers, to handle prisoners of war, and such other missions as the army commander may designate.

216. ORGANIZATION. a. The military police battalion, army, is organized under Table of Organization and Equipment No. 19-35 and for a standard army of three corps. For an army of more than three corps, the battalion may be increased by a military police company for each additional corps.

b. Table of Organization and Equipment No. 19-37 provides a company for a standard corps of three divisions. The company is an elastic organization which may be changed to conform to the size of the corps by increasing or decreasing the number of platoons, one platoon for each division.

c. To operate as completely motorized units, the military police company and battalion, army, must be furnished additional transportation.

217. DUTIES. Army military police perform the same general duties, and the same duties in rear areas, as outlined for military police in chapter 1. Duties in combat areas are listed below.

218. TRAFFIC CONTROL. In accordance with the provisions of the traffic circulation plan, army military police are charged with the enforcement of all traffic control regulations from the rear boundary of the divisions to the army rear boundary. For further details, see chapter 5.

219. POLICE DUTIES. Army military police are responsible for the execution of all police duties within the army area. These duties include the following:

a. The apprehension, detention, and return to proper organizations of unauthorized absentees. (See ch. 4.)

b. Prevention of crime and the conduct of criminal investigations.

c. In theaters of operations, suppression of vice affecting members of the command or existing within the jurisdiction of the army.

d. Cooperation with the Counter Intelligence Corps, Military Intelligence Division.

e. Protection of troops and the civilian population in areas under military jurisdiction against violence and excesses.

f. Town patrolling, police of restricted or "off limit" areas or establishments, enforcement of curfew regulations.

220. CONTROL OF CIRCULATION OF INDIVIDUALS. The military police take such steps as directed by the army commander to control the circulation of individuals within the army area. These measures may be included.

a. Evacuation and repatriation of civilians.

b. Registration of civilians.

c. Feeding, clothing, and sheltering civilians.

d. Curfew and restrictions on movements of individuals.

221. HANDLING PRISONERS OF WAR. Army military police, assisted by military police escort guard companies when available, are responsible for the operation of the army prisoner of war inclosure. They transport prisoners of war from division collecting points to the army inclosure.

MILITARY POLICE UNITS WITH THE ARMY AIR FORCES

222. GENERAL. Military police units with the Army Air Forces are under the control of the Air Provost Marshal, who is responsible for the formation and use of these units as the need arises.

223. MILITARY POLICE COMPANY, AVIATION, POST, CAMP, OR STATION. a. **Mission.** This company is available to the base commander for the control of traffic in and around air force installations, and for the security of air force property. It performs such interior guard duty as the commanding officer may direct.

b. **Organization.** The military police company, aviation, post, camp, or station, is organized in accordance with Table of Organization No. 19-217 into a company headquarters and five operating sections. These sections are a desk record and registration section, an investigation section, a traffic and gate section, a dismounted patrol section, and a motorized section. This unit is a flexible one, organized to be increased or decreased as the needs of the base are determined. Sections are added as needed to carry out effectively the requirements of the particular base for example, if the duties of the traffic and gate section and dismounted patrol section are particularly heavy, additional traffic and gate sections and dismounted patrol sections may be added.

c. **Operation.** This company performs the following functions:

- (1) Protects property and maintains order and military discipline.
- (2) Controls the movements of military personnel on and about the air base.
- (3) Apprehends and disposes of unauthorized absentees.

(4) Prevents and investigates crimes involving military property and personnel.

(5) Assists in the security and defense of the airdrome.

(6) Assists in the supervision and control of evacuation, and the protection of troops and civilians in areas under military supervision when necessary.

224. GUARD SQUADRON. a. **Mission.** Guard squadrons provide internal security for installations at airfields and air bases within the continental United States, including hangars, runways, storage tanks, motor pools, warehouses, prison stockades, and airplanes.

b. **Organization.** Guard squadrons are organized in accordance with flexible manning tables, and are composed of from fifty-six enlisted men up to a number justified by local conditions. These manning tables are subject to increase by section, that is, squadron headquarters, gate section, guard section, and motorized section, in order to meet local needs.

c. **Operation.** The guard squadron performs the following functions:

(1) Controls traffic at, and in the vicinity of, airfields, and convoys Army Air Forces motor vehicles.

(2) Performs town patrol duties in cities and towns adjacent to army airfields by arrangement with the commanding general of the service command concerned, under the provision of War Department Circular No. 77, 1943.

APPENDIX I

GLOSSARY

Administrative order. An order covering administrative details, such as traffic, supply, and evacuation, when the instructions are too voluminous to be included in paragraph 4 of the field order, and at other times when necessary to publish administrative instructions to the command; usually issued by divisions and higher units.

Alien enemy. A native, citizen, denizen, or subject of a hostile nation, of the age of 14 years and upward, not naturalized, and resident in the United States or in any territory in any way within the jurisdiction of the United States.

Annexes. Orders, maps, overlays, sketches, forms, charts, tables, graphs, etc., employed to amplify orders and reports.

Barrier line. A line forward of which vehicles cannot pass until authorized in the priority schedule. The barrier line is frequently designated as a straggler line in order to economize in the use of the military police.

Beachhead. A position organized in depth, with a view to offensive or defensive operations, which protects the beach initially from light artillery fire (range about 10,000 yards) and eventually from medium artillery (range about 15,000 yards).

Boundary. A line designated in orders as the limit of the area or zone of a tactical or territorial unit.

Circulation map. A map showing the details for traffic regulation.

Circulation of individuals. The movement from place to place of individuals, both military and civilian.

Compartment of terrain. An area of terrain inclosed on at least two opposite sides by terrain features such as ridges, woods, cities, or bodies of water, which prevent ground observation and direct fire into the area.

Control point. An agency established by a unit at a convenient point on the route of its trains where information and instructions are given and received in order to regulate supply or traffic.

Corridor. A compartment of terrain of which the longer dimension lies generally in the direction of movements of a force, or leads toward an objective.

Defile. A terrain feature or a structure which can be traversed only on a narrow front, or which restricts lateral movements, such as a mountain pass or a bridge.

Detention room. A room maintained by the military police for the detention of persons whom they have arrested. The windows and doors should be barred to prevent the escape of prisoners.

Dismount line. A line designated at division or higher headquarters beyond which no vehicular traffic is permitted.

Disciplinary report. A written report of a violation of a regulation on a prescribed form sent by the military police through the provost marshal to the commanding officer of an offender, giving his name, grade, and company; nature, time, and place of the offense, and list of witnesses.

Double banking. Two columns of troops or vehicles moving abreast in the same direction. This method of moving traffic is not allowed unless specifically authorized in traffic orders. Double banking is the cause of most road blocks.

Evacuation. The withdrawal of troops or civilians from a given area; also, the act of clearing personnel (such as stragglers, prisoners of war, sick, and wounded) animals, or material (such as salvage and surplus baggage) from a given locality.

Gas alert lines. Limit beyond which gas masks must be "alert". Designated on operations map as -G-.

Grid coordinates. A method of designating the location of a place by giving the numbers of the grid lines passing through the position of the place on the map. Numbered grid lines are over-printed on military maps.

Internees. A prisoner of war placed in a prisoner of war camp.

- Liaison.* The connection established between units or elements by a representative—usually an officer—of one unit who visits or remains with another unit.
- Light line.* A line designated in administrative orders, forward of which no lights will be shown. Designated on operation maps as -L-.
- Lines of communication.* The network of railways, waterways, and roads which lead into the combat zone from administrative establishments located in the communications zone or in the zone of the interior.
- March table.* A table, usually published as an annex to a field order, that gives the composition of the various march columns, their routes, locations on each day, and other details. (See Traffic lines.)
- Martial law.* Temporary government of the civil population through the military forces as security may require in domestic territory.
- Military government.* That form of government which is established and maintained by a belligerent by force of arms over occupied territory of the enemy and over the inhabitants thereof.
- "Off limits".* A restricted area which troops are forbidden to enter.
- Operation map.* A graphic presentation of all or parts of a field order, using conventional signs, military symbols, abbreviations, and writing or printing.
- Park.* An area used for the purpose of servicing, maintaining, and parking vehicles.
- Prisoner of war.* With certain exceptions (see FM 27-10), every person captured or interned by a belligerent power because of war.
- Prisoner of war camp.* A permanent or semipermanent installation in the zone of communications or zone of interior established for the internment of prisoners.
- Prisoner of war collecting point.* A locality designated in the area of a front-line division during combat for the assemblage of prisoners of war, pending examination and arrangement for further evacuation.
- Prisoner of war inclosure.* An installation in the combat or

communications zone with facilities for the processing and temporary detention of prisoners of war. Inclosures are established by commanding generals of theaters of operation or field armies, and in special instances by corps or divisions.

Railhead (truckhead, navigation head). A supply point where loads are transferred from the particular type of transportation being employed. For example, "Ammunition Railhead, 1st Division".

Repatriate. A individual who is restored or returned to his own country or citizenship.

Roads. Various types of roads are—

One-track road. A road capable of carrying but one column of traffic.

Two-track road. A road capable of carrying two columns of traffic.

One-way road. A road upon which traffic is allowed in one direction only.

Two-way road. A road upon which traffic is allowed in both directions. Two-way intermittent traffic may be prescribed when it becomes necessary to operate traffic past a one-track defile such as a bridge, or over a section of one-track road. Control is exercised by insuring that traffic moving in one direction clears the defile before traffic going in the opposite direction is allowed to enter. Two-way intermittent traffic is slow, requires extra military police, and should be prescribed in exceptional cases only.

Lateral road. A road located generally parallel to the front. Such a road is sometimes called a belt road.

Main supply road. An important route of supply and evacuation that receives priority of maintenance and along which military police are usually posted.

Reserved road. A road restricted to one class to traffic, motor or animal.

Shore party commander. An Army officer detailed to control Army administrative activities at the beach.

Situation map. A map showing the tactical or administrative situation at a particular time, usually for use as a

graphic aid in carrying on the work of a staff section or as an annex to staff reports.

Special staff. A staff group, subordinate to the general staff of a unit, whose duty it is to assist the commander in the exercise of his tactical, administrative, technical, and supply functions. It includes the heads of the administrative, technical, and supply services, and certain technical specialists. In divisions and higher units the general and special staffs are separate, but in lower units they partly merge into each other. A special staff officer may also exercise command in his own branch.

Station list. An up-to-date directory of the location of all elements of the command.

Straggler. A soldier who has become separated from his organization without authority. A motor vehicle that has fallen behind for any reason in an advance.

Straggler collecting point. A straggler post designated as a collecting point in administrative orders at which stragglers are assembled pending return to their proper organizations. Straggler collecting points are located in straggler lines. Designated on operation maps as P.

Straggler line. A line designated as such in administrative orders and usually following well-defined terrain features such as roads, railroads, or streams along or in rear of which the military police patrol for the purpose of apprehending soldiers absent from front-line units without authority. Designated on operation maps as -P-.

Straggler post. A post established by the military police from which patrols operate for the purpose of apprehending stragglers.

Traffic lines. The three kinds of traffic lines are—

Daylight traffic line. Specified in defensive situations, this is a line forward of which wheeled traffic is not permitted to pass during the hours of daylight. Designated on operation maps as -DY-.

Night traffic line. Specified in defensive situations, this is a line forward of which wheeled traffic is not permitted to pass during the hours of darkness. Designated on operation maps as -DY-.

No vehicle-light line. A line forward of which light on vehicles are prohibited. Designated on operation maps as -LT-.

Train. The part of a unit's transportation, including personnel, operating under the immediate orders of the unit commander primarily for supply, evacuation, and maintenance. It is designated by the name of the unit, such as, "1st Infantry Train".

Travel order. An official order authorizing an individual to travel by railway train or otherwise.

APPENDIX II

RULES OF THE ROAD

The following general rules of the road will be observed by drivers of military vehicles except when and as modified by appropriate military or civil authorities; when the tactical situation and pertinent instructions, relating thereto direct different procedure; or when traffic control personnel or traffic control signs, markings, or other devices indicate otherwise. Outside of the United States rules of the roadway differ from those in effect in this country. In such cases, orders will usually be given as to what rules will apply.

1. All traffic will comply with traffic control signal indications, in accordance with the following:

a. **Green or "go."** Traffic facing the signal may proceed straight through or turn right or left unless a sign prohibits either such turn. The right-of-way shall be yielded, however, to other traffic lawfully within the intersection at the time such signal is exhibited.

b. **Yellow or "caution" when shown following green or "go" signal.** Traffic facing the signal will stop before entering the intersection, but if such stop cannot be made in safety, a vehicle may be driven cautiously through the intersection.

c. **Red or "stop."** Traffic facing the signal will stop before entering the intersection or at such other point as may be indicated, and will remain standing until green or "go" is shown alone.

d. **Red with green arrow.** Traffic facing such signal may cautiously enter the intersection only to make the movement indicated by such arrow.

e. **Flashing red (stop signal).** Drivers of vehicles will stop before entering the intersection or at a marked limit line. The right to proceed will be subject to the rules applicable at a stop sign.

f. Flashing yellow (caution signal). Drivers of vehicles may proceed through the intersection or past such signal only with caution.

2. Upon roadways of sufficient width a vehicle will be driven upon the right half of the roadway, except as follows:

a. When overtaking and passing another vehicle proceeding in the same direction, under the rules governing such movement.

b. When the right half of a roadway is closed.

c. Upon a roadway divided into three marked lanes for traffic, under the rules applicable thereon.

d. Upon a roadway designated for one-way traffic.

3. Drivers of vehicles proceeding in opposite directions will pass each other to the right. Upon roadways having width for not more than one line of traffic in each direction, each driver will, as nearly as possible, give the other at least one-half of the main traveled portion of the roadway.

4. The following rules will govern overtaking and passing, subject to limitations stated herein and elsewhere:

a. The driver of a vehicle overtaking another vehicle proceeding in the same direction will pass to the left thereof at safe distance and will not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

b. Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle will give way to the right in favor of the overtaking vehicle and will not increase speed until completely passed.

c. An overtaken convoy or group of vehicles will not be passed by another unless directed to do so by traffic control personnel, or until it is ascertained that the maneuver can be completed without confusion.

5. The following rules will govern overtaking on the right:

a. The driver of a vehicle may overtake and pass upon the right of another vehicle which is making, or about to make, a left turn.

b. The driver of a vehicle may overtake, and, allowing sufficient clearance, pass another vehicle proceeding in the

same direction either upon the left or upon the right on a roadway of sufficient width for four or more lines of moving traffic, when such movement can be made in safety.

6. No vehicle will be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event, the overtaking vehicle must return to the right-hand side of the roadway before coming within 100 feet of any vehicle approaching from the opposite direction.

7. No vehicle, in overtaking and passing another vehicle or at any other time, will be driven to the left side of the roadway under the following conditions:

a. When approaching the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed.

b. When approaching within 100 feet of any bridge, viaduct, or tunnel, or when approaching within 100 feet of or traversing any intersection or railroad grade crossing.

c. Where official signs are in place directing that traffic keep to the right, or where traffic is so directed by a distinctive center-line marking.

8. Upon a roadway designated for one-way traffic a vehicle will be driven only to the direction designated.

9. A vehicle passing around a rotary traffic island will be driven only to the right of such island.

10. Whenever any roadway has been divided into three or more clearly marked lanes for traffic, the following rules, in addition to all others consistent herewith, will apply:

a. A vehicle will be driven as nearly as practical entirely within a single lane and will not be moved from such lane

until the driver has first ascertained that such movement can be made with safety.

b. Upon a roadway which is divided into three lanes, a vehicle will not be driven in the center lane except when overtaking and passing another vehicle where the roadway is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such center lane is at the time allocated exclusively to traffic moving in the direction in which the vehicle is proceeding.

c. Drivers of vehicles will obey directions for certain traffic to use a designated lane or allocating specified lanes to traffic moving in the same direction.

11. The driver of a vehicle intending to turn at an intersection will do so as follows:

a. Both the approach for a right turn and the turn itself will be made as close as practical to the right-hand curb or edge of the roadway.

b. Approach for a left turn will be made in that portion of the right half of the roadway nearest the center line thereof, and after entering the intersection the left turn will be made so as to leave the intersection to the right of the center line of the roadway being entered.

c. Approach for a left turn from a two-way road into a one-way road will be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection. A left turn from a one-way road into a two-way road will be made by passing to the right of the center line of the street being entered upon leaving the intersection.

d. When markers, buttons, or signs direct that turns be made in a specified manner other than that prescribed herein, no driver of a vehicle will turn a vehicle at an intersection in a manner other than that directed.

12. No vehicle will be turned so as to proceed in the opposite direction upon any curve, or upon the approach to, or near the crest of a grade where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within 500 feet.

13. No person will start a vehicle which is stopped, standing, or parked unless and until such movement can be made with reasonable safety.

14. No person will turn a vehicle from a direct course upon a highway unless and until such movement can be made with reasonable safety and then only after giving a clearly audible signal if any other traffic may be affected by such movement.

15. A signal of intention to turn right or left will be given continuously during not less than the last 100 feet traveled by the vehicle before turning.

16. No person will stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided herein to the driver of any vehicle immediately to the rear when there is opportunity to give such signal. The driver will indicate his intention to start, stop, or turn, by extending the hand and arm from and beyond the left side of the vehicle, in accordance with the following:

a. **Left turn.** Hand and arm extended horizontally.

b. **Right turn.** Hand and arm extended upward.

c. **Stop or decrease of speed.** Hand and arm extended downward.

17. The driver of a vehicle approaching an intersection at which no traffic control is in effect, will yield the right-of-way to a vehicle which has entered the intersection from a different highway; when two vehicles enter an intersection from different highways at or approximately at the same time, the driver of the vehicle on the left will yield the right-of-way to the vehicle on the right.

18. The driver of a vehicle will stop at a through highway and yield the right-of-way to other vehicles which have entered the intersection or which are approaching so closely on the through highway as to constitute an immediate hazard. Having so yielded, the driver may proceed and the drivers of all other vehicles approaching the intersection on the through highway will yield the right-of-way to the

driver. The same provisions will apply to affected drivers at an intersection where a stop sign is erected at one or more entrances thereto, although not a part of a through highway.

19. Drivers of vehicles will comply fully with the instructions on all authorized signs posted for the direction, warning, or regulation of traffic.

20. No vehicle will be stopped or parked upon the traveled portion of a roadway, nor at any location where such stopping or parking is specifically prohibited, except as necessary for safety, or in compliance with the directions of traffic control personnel or devices, or when and where otherwise authorized or necessary.

21. Whenever any driver of a vehicle approaches a railroad grade crossing and a clearly visible electric or mechanical signal device gives warning of the immediate approach of a train, the driver of such vehicle will stop within 50 feet but not less than 10 feet from the nearest track of such railroad and will not proceed until he can do so safely. The driver of a vehicle will stop and remain standing and not traverse such a grade crossing when a crossing gate is lowered or when a human flagman gives or continues to give a signal of the approach or passage of a train.

22. The driver of a motor vehicle will, when necessary to insure safe operation, give audible warning with his horn but will not otherwise use such horn when upon a highway.

23. Except when the tactical situation prevents or existing instructions of competent authorities prohibit, vehicle lights will be turned on when traveling upon a highway at any time between one-half hour after sunset and one-half hour before sunrise, and at other times when there is not sufficient light to render persons and other vehicles on the highway clearly visible at a distance of 500 feet ahead.

24. No vehicles except those expressly authorized will be equipped with any siren, bell, exhaust whistle, or other

unauthorized audible warning device, nor any lights other than those prescribed as standard equipment.

25. When traveling with standard headlights on, the driver of a vehicle will use the lower or meeting beam when approaching within 500 feet of an oncoming vehicle or at other times when failure to do so might cause glare-blinding of oncoming drivers.

APPENDIX III

RULES FOR THE MILITARY POLICEMAN APPEARING AS A WITNESS BEFORE A COURT MARTIAL

1. **GENERAL.** During the course of his duty, the military policeman must at times appear as a witness before a court martial. In testifying to the facts of a case arising from the performance of his duty, the military policeman must bear in mind that he appears as a representative of his commanding officer and of the War Department. In order to uphold the standard of the Corps of Military Police and to create a favorable impression upon the court, it is essential that he be an outstanding example of neatness, military bearing, and discipline, and that he observe the rules and customs of court-martial procedure. An unmilitary appearance or failure to observe the customs and rules of court-martial procedure tends to raise a doubt in the minds of the court as to the credibility of the testimony of the witness.

2. **IMPARTIALITY.** As a representative of the War Department, the military policeman must be impartial in giving his testimony. It is the intent of the War Department to see that justice is done. The military policeman presents to the court those facts of which he has personal knowledge. Although he is usually called as a witness by the Trial Judge Advocate, the military policeman must at all times remember that he is not a witness for either the prosecution or the defense, but a law enforcement officer performing his duty.

3. **PROCEDURE.** Upon being called as a witness, the military policeman approaches the court in a military manner, salutes the president of the court, faces the Trial Judge Advocate, is sworn, and takes his seat in the witness chair.

He sits in a military manner, does not slouch or cross his legs, and answers all questions courteously and respectfully. Upon being excused, he again salutes the president of the court, and retires.

4. RULES FOR GIVING EVIDENCE. The following points should be observed in giving evidence:

a. Testimony should be given slowly, audibly, and distinctly.

b. Replies to questions should be clear and definite; a witness offers an opinion on any point only if asked.

c. A witness must remain cool and alert when giving evidence, to avoid making conflicting and contradictory statements.

d. A witness is permitted to refresh his memory from notes made by himself shortly after the occurrence of which he is speaking. The notes, however, are not themselves admitted as evidence. The witness should not refer to his notes except when absolutely necessary, and should not read directly from them. (See Manual for Courts-Martial, 1928, par. 119*b*.)

e. A witness must pay the greatest attention to the accuracy of his statements in order that his testimony will withstand cross-examination. He should not make overstatements; but, on the other hand, if undue caution has been exercised and the facts have been understated, a wrongful acquittal may result. The witness should make every attempt to strike a middle course when the statements are made.

f. A witness must endeavor to maintain an unbiased attitude toward the result of any case in which he is engaged.

g. When a witness is a sufferer from injuries received, and is giving testimony concerning those whom he believes to be guilty, it is especially necessary that he should not allow any feelings or wishes as to the outcome of the case to influence his statements. Greater weight is always given to the testimony of a witness who states fully and without bias all that he knows, and makes it evident that he is speaking the whole truth.

h. A witness should be especially careful to state all that he knows on the first occasion.

i. A witness must do his utmost, when giving evidence or when under cross-examination, to keep absolute control of his temper, no matter to what provocation he may be subjected. A witness who becomes angry is likely to become confused or to contradict himself.

j. Absolute fairness to the accused is essential.

k. A witness can only testify to that which he himself experienced through one of his senses. (For a complete discussion of the hearsay rule, see Manual for Courts-Martial, 1928, par. 113.)

APPENDIX IV

THE PROVOST MARSHAL GENERAL'S DEPARTMENT

1. **GENERAL.** A staff officer, the provost marshal, is designated in larger headquarters to assist in the supervision and operation of provost marshal and police matters. Assistant provost marshals and other personnel are provided as required.

2. **THE PROVOST MARSHAL GENERAL, WAR DEPARTMENT.** The Provost Marshal General, War Department, is head of the Provost Marshal General's Department, and exercises the staff and command functions prescribed by the President and the War Department.

3. **THE PROVOST MARSHAL GENERAL'S DEPARTMENT.** The Provost Marshal General's Department consists of The Provost Marshal General, Assistant Provost Marshals General, the Corps of Military Police, the Security Intelligence Corps, necessary schools of instruction, and other personnel engaged in military police and provost marshal activities.

a. **Mission.** To prepare general policies and procedures and to exercise staff supervision over—

(1) The Corps of Military Police.

(2) Internal security (use of troops in domestic emergencies, and continuing protection of war production facilities).

(3) The determination of loyalty of civilians in prescribed categories.

(4) Intelligence, counterintelligence, and criminal investigations within the military establishment.

(5) Apprehension of deserters and absentees.

(6) Training of personnel for civil affairs duties in military government.

(7) Internment of prisoners of war.

(8) Special policing functions within the continental United States, such as guarding of military prisoners and of military installations.

b. Office of the Provost Marshal General. The Office of the Provost Marshal General is organized to assist the Provost Marshal General in carrying out his functions. It normally consists of the following divisions: Internal Security, Military Police, Investigations (personnel), Prisoners of War, Military Government (civil affairs), Provost Division, the necessary administrative divisions, and other divisions necessary to carry out designated missions.

4. PROVOST MARSHAL, GENERAL HEADQUARTERS OR THEATER OF OPERATIONS. A provost marshal is a member of the special staff of general headquarters. If more than one theater of operations is prescribed, a provost marshal is designated for the headquarters of each theater of operations. His duties are prescribed by the commanding general, generally as outlined in FM 101-5.

5. PROVOST MARSHALS. **a. Territorial commands.** Provost marshals are designated for smaller territorial commands as required. Provost marshals (sometimes designated on the staffs of service commanders as directors of security and intelligence) are appointed on the staffs of commanders of the large territorial subdivisions of the zone of the interior. In a theater of operations, a provost marshal is appointed on the staff of the commander of the communications zone, and also of its major parts, if subdivided.

b. Tactical commands. In tables of organization for tactical units from the division to the field army, a provost marshal is prescribed as a member of the commander's special staff.

c. Staff and command functions. (1) As a member of the commander's special staff, the provost marshal exercises no command functions. However, when the commander of a military police unit of a command is appointed provost marshal, he has both command and staff functions.

(2) Unless specific authority is granted, a provost marshal

does not issue orders to provost marshals of subordinate units. Direct contacts on technical matters and interchange of information between provost marshals of higher and lower headquarters conform to the procedure prescribed for all special staff officers in FM 101-5.

d. Relations with general staff sections. In the performance of his duties, the provost marshal works in close contact with the personnel section of the general staff (G-1). His principal contacts with the intelligence section (G-2) pertain to the examination of prisoners of war and cooperation with the Counter Intelligence Corps. In performing his traffic control functions, the provost marshal works in close liaison with G-4.

APPENDIX V

LIST OF REFERENCES*

Employment of Cavalry.....	FM 2-15
Field Fortifications	FM 5-15
Camouflage	FM 5-20
Camouflage Painting of Vehicles and Equipment	FM 5-21
Explosives and Demolitions.....	FM 5-25
Obstacle Technique	FM 5-30
Rifle Company, Rifle Regiment.....	FM 7-10
Heavy Weapons Company, Rifle Regiment....	FM 7-15
Rifle Battalion	FM 7-20
Rifle Regiment	FM 7-40
Medical Service of Field Units.....	FM 8-10
Field Sanitation	FM 8-40
Tactics and Technique.....	FM 17-10
Military Training	FM 21-5
List of Publications for Training.....	FM 21-6
List of Training Films, Film Strips, and Film Bulletins	FM 21-7
Military Sanitation and First Aid	FM 21-10
Equipment, Clothing, and Tent Pitching.....	FM 21-15
Physical Training	FM 21-20
Elementary Map and Aerial Photograph Reading	FM 21-25
Advanced Map and Aerial Photograph Reading	FM 21-26
Conventional Signs, Military Symbols, and Abbreviations	FM 21-30
Field Service Pocketbook—Sketching.....	FM 21-35
Defense Against Chemical Attack.....	FM 21-40

*This list is for ready reference. A complete list of training literature will be found in FM 21-6. FM 21-7 contains a complete list of training films, film strips, and film bulletins.

Protective Measures, Individuals and	
Small Units	FM 21-45
Military Courtesy and Discipline	FM 21-50
Soldier's Handbook	FM 21-100
Unarmed Defense for the American Soldier	FM 21-150
Infantry Drill Regulations	FM 22-5
U. S. Rifle, Caliber .30, M1	FM 23-5
U. S. Rifle, Caliber .30, M1917 (Enfield)	FM 23-6
U. S. Carbine, Caliber .30, M1	FM 23-7
U. S. Rifle, Caliber .30, M1903	FM 23-10
Bayonet	FM 23-25
Hand and Rifle Grenades, Rocket,	
AT, HE, 2.36-inch	FM 23-30
Automatic Pistol, Caliber .45,	
M1911 and M1911A1	FM 23-35
Revolver, Colt, Caliber .45, M1917, and	
Revolver, Smith and Wesson,	
Caliber .45, M1917	FM 23-26
Thompson Submachine Gun, Caliber .45,	
M1928A1	FM 23-40
Browning Machine Gun, Caliber .30, HB,	
M1919A4 (Mounted in Combat Vehicles)	FM 23-50
Browning Machine Gun, Caliber .30, M1917	FM 23-55
Browning Machine Gun, Caliber .50, HB, M2	
(Mounted in Combat Vehicles)	FM 23-65
60-MM Mortar, M2	FM 23-85
Signal Communication	FM 24-5
Motor Transport	FM 25-10
Interior Guard Duty	FM 26-5
Military Government	FM 27-5
Rules of Land Warfare	FM 27-10
Military Law, Domestic Disturbances	FM 27-15
Military Intelligence, Combat Intelligence	FM 30-5
Military Intelligence, Observation	FM 30-10
Military Intelligence, Examination of Enemy	
Personnel, Repatriates, Documents, and Ma-	
tériel	FM 30-15
Military Intelligence, Counterintelligence	FM 30-25
Military Intelligence, Identification of U. S.	
Government Aircraft	FM 30-30

Operations in Snow and Extreme Cold	FM 31-15
Jungle Warfare	FM 31-20
Desert Operations	FM 31-25
Tactics and Technique of Air-borne Troops...	FM 31-30
Operations	FM 100-5
Administration	FM 100-10
The Staff and Combat Orders.....	FM 101-5
Organization, Technical; and Logistical Data..	FM 101-10
Traffic Circulation and Control.....	FM 101-15
Traffic Control (when published).....	TM 19-210
Criminal Investigation (when published).....	TM 19-215
Sabotage	TM 19-225
Military Police Records and Forms.....	TM 19-250
A Manual For Courts Martial, U. S. Army.	
Appropriate Tables of Organization.	

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